MICROFILM

START OF ROLL

ROLL NO.

120

Construction Contracts

Begins # 6490

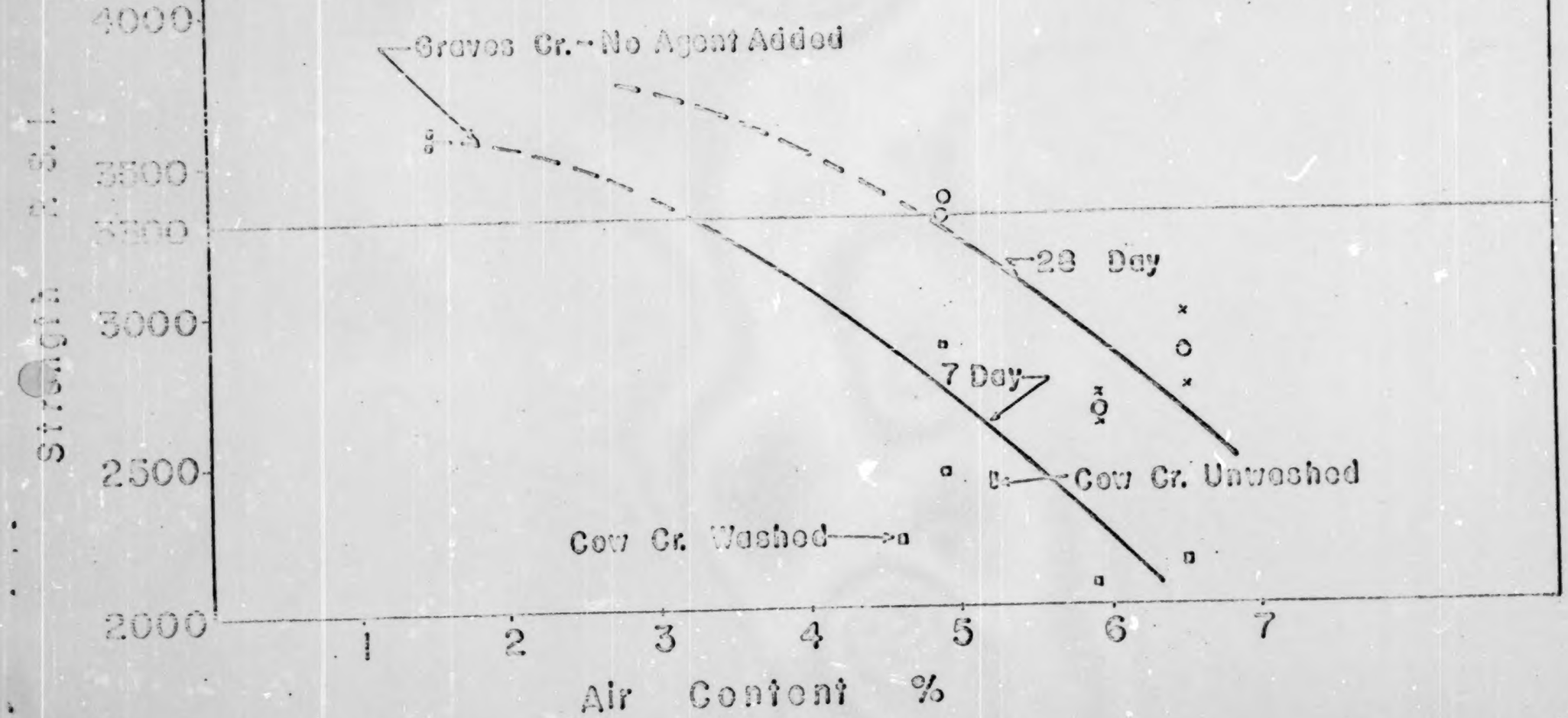
#6490 continues from reel 119

I-5-2(37) Coyote Cr.-Grave Cr. Sec., 1964
72 Pacific Hwy. (Grad., Pav. &
#6490 Sign.) [redacted]

Chart 3.

Concrete Cylinders
Laboratory Made

Yield - 6.3 SK.
Cement - Ideal Type I
Slump - 2.5" To 3.0" Measured
Tests - 7 Day - - 9 Specimens
28 Day - - 6 Specimens
Unidentified - Graves Cr.
7 Specimens Not yet tested
28 Day



RECEIVED
AUG 23 1965
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Moehring

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

6490

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 19, 1965

In reply refer to: 08-35.7

T. Dec

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(31)72, Coyote Creek-Grave Creek Section
Parcel 37806 - Smith

Right of Way Engineer D. H. Moehring's letter of August 16, 1965, and data in your right of way file indicates this case was settled for $1,750.00 plus an obligation to install a 12" conduit under relocated Sunny Valley Road at an estimated cost of $171.00. This settlement does not substantially exceed the review approval of $1,750.00 and we will approve Federal participation on the above basis.

orig to Moehring
Copy to Young
8-23-65

RECEIVED
AUG 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form E-208-Sal

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AUG 5 - 1965
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STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 2 6 1965 By ME Morton
Title U.S. Bureau of Public Roads

I-5-2(37)72

Project Name Coyote Creek-Grave Creek — Date July 15, 19 65

Highway 6490 Pacific — Contract No. 6490

County Josephine — Prefix 617-1061

Contractor Groesbeck-Durbin Inc. — F. A. Project No. I-5-2(37)72

Address P. O. Box 646, Eugene, Oregon — Order No. Sup. #2 E.W.O. #2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Additional slide correction work that was not anticipated on Supplement #1 of Extra Work Order #2.

Location by station numbers:

As needed throughout project, and particularly at Station Ln 323 - 329, and Station Ln 4+00 to 12+00 Mackin Gulch Road.

Previously approved _____ $61,996.50

Estimate of quantities and cost:

Additional requested Sup. #2	-	Equipment Rental - - - -	$37,000.00	
		Labor - - - - - - - - - -	16,000.00	
		Contractor's Percentage-	7,950.00	
				60,950.00
Less -	General Exc. Borrow (375 - 395)			
	80,000 cu. yd. at 0.41 - - - - - - - - - - - - - - - -		32,800.00	$122,946.50
	Long and short overhaul - - - - - - - - - - - - - - - -		8,140.00	-40,940.00
				$ 82,006.50 NET COST

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Slide on Red Hill (Mackin Gulch Road) and additional slide at 323 - 329 developed since submission of Supplement #1. Funds of $150,000.00 set up for this work under the original project authorization. Some of the work covered by this supplement has been started with verbal approval.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 1746,765.67
Present estimate of project cost, including $ 60,950.00 for work under this order	$ 1746,765.67
Expected under-run / over-run amount	$
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: /s/ Bruce C. Taylor
Asst. Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Jay B. Boyd
Asst. Division Engineer

Approved /s/ L. H. Young
Assistant State Highway Engineer or Office Engineer.

State Printing

Young 8-4-65

RECEIVED
JUL 29 1965

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 19 1965 By W E Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

I-5-2(37)72

Project Name Coyote Creek-Grave Creek
Highway 6490 Pacific
County Josephine
Contractor Groesbeck-Durbin, Inc.
Address P. O. Box 646, Eugene, Oregon

Date July 14, 1965
Contract No. 6490
Prefix 617-1061
F. A. Project No. I-5-2(37)72
Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove brush, blade and shape ditches and shoulders, clean culverts and patch occasional breaks in existing pavement on the old Pacific Highway from Coyote Creek to Smith Hill Summit.

Location by station numbers:

On Rt. Station 215+50 to 280+00

Estimate of quantities and cost:

Equipment Rental - - - - - - - - - -	$1,500.00
Labor- - - - - - - - - - - - - - - -	1,500.00
Contractor's Percentage 15%- - -	450.00
	$3,450.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work required to refurbish old highway which will be used as Mackin Gulch Access Road. No provisions for this work set up in project authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 1,746,765.76
Present estimate of project cost, including $3,450.00 for work under this order	$ 1,746,765.76
Expected under-run / over-run amount	$ -
Expected under-run / over-run per cent	-

Space to right of this line is for use of Salem Office

Submitted by: /s/ A. L. Chapman
Resident Engineer

Approval Recommended: /s/ John A. Bond
For Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ John QuinerII
Asst. Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer, Assistant State Highway Engineer~~ or Office Engineer.

State Printing

Young 7-29-65

FORM E-133X EDIC 12-64
RECEIVED
JUN 24 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-2(37)72
6490

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
June 23, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Attention: Mr. Paul Riedl

RE: 10-inch Perforated Pipe
Coyote Creek-Graves Creek Section
Pacific Highway
Contract No. 6490

Dear Sir:

In order to have written documentation as you requested, the following concerns the spacing of perforations in the 10-inch corrugated metal perforated pipe on the subject project.

The plans for this project call for 10-inch perforated pipe for subdrain purposes. On delivery and inspection at the project it was found that the perforation spacing was slightly less than required. It is believed that this spacing was probably for the 8-inch size perforated pipe rather than the 10-inch size but this was not fully confirmed. In any event, the only detriment to the installation would be a slight decrease in water carrying capacity under certain conditions.

A check has been made of existing project conditions and it has been established that the pipe as delivered is adequate for the intended use. As it would be some time before the manufacturer could supply the 10-inch perforated pipe with correct spacing and due to the urgency of making the installation, it was considered that the pipe delivered would be suitable; however, due to the non-specification feature which slightly decreased flow capacity under certain conditions, it was believed a reduction in price was in order. This reduction has been set as the difference in cost between a 10-inch size and an 8-inch size perforated pipe as the flow characteristics would approximate the 8-inch size.

This matter had previously been discussed with your department and verbal approval received. Therefore, this letter is being written to officially document the action. Documentation as far as the State and contractor are concerned is being handled by price agreement of which we are requesting your concurrence.

Very truly yours,

JHW:fp
cc F. B. Klaboe
L. H. Young

F. D. Morgan
Construction Engineer

By John H. Walker

John H. Walker
Assistant Construction Engineer

NOTED
JUN 23 1965
F. B. KLABOE

RECEIVED
JUN 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 22 1965
FOR FILING

FORM S-20 REV. 1-65 SP*6470-734

I-5-2(37)72
6490

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 21, 1965

To: MEMO TO THE FILES

SUBJECT: Metal Guardrail Inspection
Material Delivered by Hawkins & Hawkins Co., Inc., Berkeley, California, for Slated OSHD and BPR Projects

On Wednesday, June 16, 1965, the following listed personnel held a field inspection and discussion of stockpiled metal guardrail which had been manufactured and delivered by the Hawkins-Hawkins Co., Inc. of Berkeley, California:

Jay Boyd - Assistant Division Engineer, OSHD
John Jenkins - Assistant Materials Engineer, OSHD
Ed Reif - Materials Inspector, OSHD
John Walker - Assistant Construction Engineer, OSHD
Cliff Christenson - Assistant Area Engineer, BPR
R. W. Nelson - Administrative Manager, Hawkins-Hawkins Co.
John Dys - Sales Manager, Hubbard & Co.
Joe Lyski - Inspector and Consultant, Hawkins-Hawkins Co.

The stockpiles of material inspected were located near Roseburg and Medford and the material was slated for use on the following projects:

CONTRACT NO.	PROJECT	CONTRACTOR
6490 - OSHD	Coyote Creek-Graves Creek	Grosbeck & Durbin
6501 - OSHD	Siskiyou Station-Calif. Line	Kiewit & Sons
6470 - OSHD	Graves Cr.-Jumpoff Joe Cr.	Kiewit & Sons
6358 - OSHD	Sutherlin-Winchester	Houck
6451 - OSHD	Roberts Mtn.-Myrtle Creek	Houck
6312 - OSHD	Fairgrounds Rd.-Shady	Hutchins & McNutt
7R-53 CPR - 8 - 1294 - BPR	Lake of the Woods	Warren Northwest Co.
7R-22 CPR - 8 - 1372 - BPR	McKenzie Bridge	Babler Bros.

NOTED
F.B. KLABOE

Prior to the field inspection a check on Laboratory Tests of specimen samples indicated the metal and galvanizing conformed to the Oregon State Highway requirements. This inspection was made primarily due to a report of questionable workmanship and mainly on the appearance of the galvanizing.

Inspection of the stockpiled material at Roseburg was first made. Visual examination revealed the following:

1. Laboratory specimens tested for the required tests such as quality of metal and amount of galvanizing were probably representative of the delivered material.

2. The galvanizing on one edge for an average distance of 1 - 2 inches was thicker than required and in numerous cases was considered rough when compared to the rest of the panel. It had the appearance of having run and dripped, which action caused unevenness and in some cases bumps. There was some sheets where the apparent dripping caused sharp protrusions of zinc. There were some cases where the zinc coating had a blown appearance, or slag-like deposit which was in a semi-loose condition. This did not effect the main galvanized coating, but was on the outside portion.

3. A few non-coated minor areas were observed where chipping or some action similar was responsible.

4. A few end sections were bent, probably through handling and some intermediate dents or bends were observed.

The stockpiled material at Medford was inspected next. This metal guardrail to some extent carried the same things as observed at Roseburg, but was in much better condition. Hawkins-Hawkins representatives claimed they had somewhat revised their methods of galvanizing for this material.

The amount of guardrail inspected was considerable, estimated as being worth some $400,000.

After the inspection a discussion of the quality of the material was held and the outcome was as follows:

Due to the large quantity of material, it would be impractical to individually inspect each panel of the rail prior to erection to determine corrective measures or rejection. It is considered the obligation of the contractor and supplier to furnish

material which is considered suitable. Therefore, inspection by the State will be made after erection, but prior to painting. However, the contractor and supplier are to be advised that the following measures are to be taken for correction as they will form part of the basis for acceptance of the material. These corrective measures are as follows:

1. The rough edge portion of the rail is to be placed downward or at the bottom during erection.

2. All slag, sluff, loose or semi-loose material to be removed, as it may cause areas unsuitable for adhesion of paint.

3. Areas of chipping are to be painted with tne approved zinc paint so no bare metal would be exposed.

4. Sharp protrusions are to be eliminated,

5. Bumps or other protrusions which might effect the proper joining and bolting of panels to a snug fit are to be eliminated.

6. Bent, dented or damaged areas are to be suitably corrected.

7. The above-stated corrective measures are to be made prior to painting and painting is not to be done until the Engineer has inspected the work and his approval to paint has been received.

It is not intended that the above requirements will in any way relieve the contractor from meeting the specifications as set forth in the contract agreement, but that they are made only to enforce said agreement.

It may be that some of the panels cannot be corrected to a suitable condition and in this case will be rejected.

John H. Walker
Assistant Construction Engineer

JHW:bjm

cc: F. B. Klaboe
A. W. Parsons - BPR
O. A. White
Ed Reif
L. R. Chandler
K. D. Limbocker
J. L. Hagedorn
Jack McCormack
R. A. Sandmann
G. E. Roberts
A. L. Chapman

RECEIVED
JUN 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Form CD-12a (Rev. 8-61) (Prescribed by A.G. 306-10)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED JUN 17 1965

I-5-2(37)72

TO : 19 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: June 16, 1965

In reply refer to: 08-35.7

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(31)72, Coyote Creek - Grave Creek Section
Parcel 36550, Price

Please refer to Right of Way Engineer D. H. Moehring's letter of May 27, 1965 which transmitted to this office an engineer's estimate prepared by Designer Lyle Watson, in the amount of $2,636, which represented the cost of an access road for the property owner.

Under separate cover we received a copy of the revised appraisal report prepared by Mr. Griffin dated April 28, 1965 which attached a cost estimate by Resident Engineer Glenn E. Roberts in the amount of $1,990 as the cost of the access road. To this estimate Mr. Griffin added the loss of pasture area, plus a fencing allowance to arrive at a total of $2,'14. Based upon the new information provided in Mr. Griffin's appraisal and the Roberts cost estimate, we will approve Federal participation in a settlement that includes $2400 damages, as outlined in the Griffin appraisal.

The Watson estimate to reestablish the road ($2636) is unacceptable because it provides a considerable betterment over the existing road. We wish to stress that Federal participation in cost to cure items, such as access roads, must be based on estimates that provide replacement in kind and do not include allowances in the estimate that would provide a betterment over the owner's existing facility. Appraisals using the cost to cure method must show that its application is less costly than paying the damages resulting from the taking. There are many instances where the cost to cure may exceed such damages. In such instances Federal participation would be based upon the damages resulting from the taking.

NOTED
R. L PORTER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 1 - 1965
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are not
Date MAR 1 1965 /s/ M E Martin
Title Division Engineer
U.S. Bureau of Public Roads

Project Name 641 Coyote Creek-Grave Creek — Date March 9, 1965

Highway Pacific — Contract No. 6490

County Josephine — Prefix 617-1061

Contractor Groesbeck-Durbin, Inc. — F. A. Project No. I-5-2(37)72

Address P. O. Box 646 — Order No. Supplement No. 1 EWO #2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Additional clearing and pioneering as required on corrective work on slide or slides that develop during grading operation.

Revision - excavate, haul, place and compact slide material as needed on slide correction work.

LLOYD R. SMITH

Location by station numbers:

As needed throughout the project and particularly at Station 323+00 - 329+00.

Estimate of quantities and cost:

Original Authorization			4,496.50
Additional Requested . . .	Equipment rental	35,500.0	
	Labor	14,500.0	
	Contractor's percentage	7,500.0	
	Subtotal		57,500.00
	Total		61,996.50

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This revision necessitated by Contractor's refusal to do this work at contract unit prices as originally proposed. Funds for this work set up under original project authorization. Work covered by this revision has not been started.

K

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1746,765.67	
Present estimate of project cost, including $57,500.00 for work under this order	$1746,765.67	
Expected under-run / over-run amount	$	
Expected under-run / over-run per cent		

Submitted by: /s/ A. L. Chapman — Resident Engineer

Approval Recommended: /s/ G. L. Decker — Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. W. Rulien — Division Engineer

Approved /s/ L. H. Young — Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing Copy To Young 4-1-65

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

December 4, 1964

Mr. Frank E. Price
Sunny Valley, Oregon 97478

Re: Coyote Creek-Grave Creek and
Grave Creek-Jumpoff Joe Contracts
Pacific Highway

Dear Mr. Price:

This is in connection with the letter of November 16, 1964, signed by you and other residents of Sunny Valley which was addressed to the State Highway Commission, Peter Kiewit & Sons and Roy L. Houck Sons. Your letter expressed your concern over the effect removal of gravel might have upon the lands along Grave Creek.

In the instant case the contractors on the two construction projects above listed have elected to secure their own source of material for road construction. Therefore, the location and method of procuring these materials rests solely within their control.

We are sending a copy of your letter of November 16, together with this reply, to each contractor for their information. Additional copies of this reply are enclosed, and I would be pleased if you would make them available to all others who signed the letter.

Very truly yours,

G. E. ROHDE
Chief Counsel

GER:kr

Enc. 7 copies this letter

cc Peter Kiewit & Sons Company
Roy L. Houck Sons' Corporation
Also copies to R. L. Porter
L. R. Chandler w/ll- Portland Attn. John C[illegible]
F. D. Morgan w/ll- Portland Attn: G. L. [illegible]

RECEIVED
DEC 17 1964

TO BE PERFORMED ON FORCE ACCOUNT

Date December 13, 19 64

Contract No. 490

Contractor Groshong Const.

Project No. I-5-2(72)

Contractor's address PO Box [illegible], Salem, Oregon

You are hereby directed to perform the following described work in accordance with the terms of contract.

Additional shoring and sheeting is required on the drive work
in slide or slides that develop during excavation.

Location of work:

As directed throughout the project between Station 323+00 to 329+00.

Estimated equipment and labor cost:

Equipment Rental	$3,[illegible]0.00
Labor	210.00
Contractor's Percentage (15%)	556.50
	$4,496.50

Explanation: (Set forth here the conditions which cause this work to be classed as "extra work")

The shoring is outside the normal clearing limits and the pioneering is just the dozer work necessary to get grading equipment back on top of the cuts. Work covered by the order has not been started.

NOTICE: A single order should not cover more than one class of work or more than one extra work job.

Distribution of copies of the order to Salem. Upon approval of the order by the assistant state highway engineer, the Salem office will distribute to the contractor, one to the district office and one to the resident engineer.

Project authorization	$1,746,765.67	
Present estimate of project cost, including $4,496.50 for work under this order	$1,746,765.67	
Expected under-run / over-run amount	$ -	
Expected under-run / over-run per cent	-	

Recommended: /s/ A. L. Chapman
Division Engineer

Approved: /s/ L. W. Rubli[illegible]
Division Engineer

Approved: /s/ [illegible] Young
Office Engineer

Copy To Young
12-17-64

RECEIVED
NOV 6 - 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. SHELEY
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 27, 1964

Pacific Power and Light Company
Public Service Building
Portland, Oregon 97205

Attention: Mr. R. H. Sallee

RE: Private Easements
Power Line Adjustment
Coyote Cr.-Graves Cr. Section
Pacific Hwy. - Josephine County
Project No. I-5-2(37)72
Contract No. 6490
Your File: GP 1580

Gentlemen:

Reference is made to our letter dated October 19, 1964 which authorized you to proceed with this adjustment as of October 14, 1964, reimbursement to be made subject to your furnishing this office copies of your easement substantiating that your poles previously occupied private property.

We have received and reviewed copies of these easements and find them satisfactory.

Reimbursement for work performed subsequent to October 14, 1964 will be made subject to provisions of PPM 30-4 and all supplements thereto upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Your cooperation in this matter is greatly appreciated.

NOTED
LLOYD P. SHAW

RECEIVED
OCT 27 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:fp
cc: A. W. Parsons
L. P. Shaw
L. H. Young
C. H. Maison
L. R. Chandler
A. L. Chapman
R. L. Lammert
P. R. Barnhart

NOTE: Copies of these easements are in Legal files attached to the original of Mr. Hershberger's utility letter dated August 4, 1964.

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 14, 1964

6490

In reply refer to: 08-35.EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

T. E. [illegible]
Eng. Coordinator

SUBJECT: Utility Adjustments

Our August 7, 1964 memorandum outlined requirements for improvement of procedures in connection with accomplishing necessary utility adjustments. One of the new requirements involved inclusion of approximate completion dates in the special provisions for each adjustment.

Under current procedures your department has only little assurance as to when such adjustments will be made and a considerable number of conflicts between utility companies and highway contractors occur. Our authorization to proceed on the basis of the telegram acceptance today of your August 4, 1964 offer to reimburse the Pacific Power and Light Company for adjustment of its facilities on Project I-5-2(37)72, Coyote Creek-Graves Creek Section with the contractor working around the poles up to a point where he could no longer continue an economical operation is an example of this situation. Mr. Young is of the opinion that inclusion of approximate completion dates in the Special Provisions would result in a considerable number of additional claims and has requested that such information be omitted. Under these circumstances approximate completion dates may be omitted from the Special Provisions until sometime in the future when procedures are developed so that realistic information can be obtained. This modification is made with the understanding that you will furnish utility status reports to this office during the interim period which will indicate approximate starting and completion dates for utility adjustments as indicated in the penultimate paragraph of Mr. Swick's July 24, 1964 circular memorandum. Such information will be used to determine whether the authorization to advertise the construction should be issued as well as provide a source of data to determine the reliability of planned completion dates.

NOTED
LLOYD P. SHAW

Copies To:
Young
Morgan
Litchfield
Barbee 10-29-64

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 1 - 1964
FOR FILING

Pacific Coast Division

BERKELEY • LOS ANGELES • SACRAMENTO • PORTLAND • OLYMPIA

THE ASPHALT INSTITUTE

Executive Offices and Laboratories • University of Maryland • College Park, Maryland

CARL S. LARSON
DISTRICT ENGINEER

64 90

THE SYLVAN BUILDING
2035 S. W. 58TH AVENUE
PORTLAND 1, OREGON

September 25, 1964

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Center & Capitol Streets
Salem, Oregon 97310

Dear Mr. Cooper:

Upon examining the Special Provisions of some recent Interstate projects, I found that a 100-120 penetration grade asphalt is being specified for asphalt concrete curbs. Another feature was the contractor's option of using a Class "C" mix or a special 1/4"-0" mix.

The projects I examined were:

(1) Wall Creek-Siskiyou Station Section of I-5 in Jackson Co.
(2) Coyote Creek-Grave Creek Section of I-5 in Josephine Co.
(3) Siskiyou Station-California Line Section of I-5 in Jackson Co.

The 100-120 penetration asphalt is not one of the standard grades covered by the Uniform Pacific Coast Specifications which Oregon has adopted and would therefore require a special order. A harder grade of asphalt is generally used for this purpose. Our recommendation is preferably the 60-70 pen. grade, with the 85-100 pen. being the second choice.

As to gradation of the mix, the Class "C" mix should produce the better curb. The 1/4"-0" gradation could be a very critical mix, as to stability, especially if slightly over-asphalted. Because asphalt curbs do not get as much compaction as asphalt pavements, curb mixes normally require 0.5 to 1.0 percent more asphalt than paving mixes to obtain sufficient cohesion and lower void contents.

In summary, it would be our recommendation to change the asphalt from 100-120 penetration to either the 60-70 or 85-100 penetration grade. Also to use the Class "C" mix in preference to the 1/4" minus mix.

I have taken the liberty of sending copies of this letter to your engineers listed below. Also enclosed for your information is our publication 88-3, "Specifications and Construction Methods for Asphalt Curbs and Gutters."

If there is any further information on this subject that we can provide, please feel free to call on me.

Sincerely,

Carl S. Larson

CSL:lc
Enc.

cc: Mr. R. L. Porter
Mr. Tom Edwards
Mr. Lloyd Shaw
Mr. F. D. Morgan
Mr. L. H. Young
Mr. G. W. Harre

OCT 2 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 24 1964
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 18 1964 By W E Martin
Title Asst Engr
U.S. Bureau of Public Roads

6490

Project Name Coyote Creek-Grave Creek — Date Sept. 9, 1964

Highway Pacific — Contract No. 6490

County Josephine — Prefix 617-1061

Contractor Groesbeck-Durbin, Inc. — F. A. Project No. I-5-2(37)72

Address P. O. Box 646, Eugene, Oregon — Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State participation in flagging costs

Location by station numbers:

As needed throughout project

Estimate of quantities and cost:

Lump sum estimate - - - - - - - - - - - -$ 15,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

As set up in project authorization.

Work covered by this order has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,746,765.67
Present estimate of project cost, including $15,000.00 for work under this order	$1,746,765.67
Expected under-run / over-run amount	$ - -
Expected under-run / over-run per cent	- -

Space to right of this line is for use of Salem Office

Submitted by: /s/ A. L. Chapman — Resident Engineer

Approval Recommended: /s/ G. L. Decker — Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. W. Rulien — Division Engineer

Approved /s/ L. H. Young — Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing Copy to Young 9-24-64

RECEIVED
AUG 28 1964
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COMMISSIONERS
[illegible]
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

[illegible]

The State Highway Commission on [illegible] awarded to you State Highway Contract No. [illegible] for the following project:

[illegible]

This award was based on your low bid of [illegible] which was submitted to the Commission on August 20, [illegible] for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: [illegible]

477 Cottage Street N.E.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

August 3, 1964

08-35.2-09

A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project I-5-2(37)72
Coyote Creek-Grave Creek Section
Grading, Paving and Signing

P. S. & E. Documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary right-of-way has been acquired or rights-of-entry obtained, with relocation advisory assistance unnecessary, and further that control of access rights with the possible exception of those involved with utilities has been obtained as indicated in Mr. Wright's July 28, 1964 letter except for six parcels on which negotiations are in progress or condemnation suits will be filed with the expectation that these parcels will be made available for occupancy and contractor's use prior to award. Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired, including access rights which may be in court action.

Your July 28, 1964 status report of preparatory work for utility adjustments and right-of-way or control of access in connection therewith indicates that no delays are anticipated. Evidence that satisfactory agreements can be reached and access rights obtained for the utility adjustments included in the project estimate also are required prior to our concurrence in award of contract. Authorization to proceed with all reimbursable utility adjustments is withheld until utility plans, detailed estimates and necessary permits or other documents eliminating access rights are furnished to and approved by this office.

The use of the May, 1964 and August, 1964 Supplemental Standard Specifications for Metal Pipe Materials for Culverts, Siphons and Underdrains; Asphaltic Concrete Pavement and Guide Posts are approved for this specific project.

Mr. Young's July 30, 1964 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, and that specifying one material or product is limited

original To Young
with attach
8-6-64

LLOYD F. SHAW

to those items accepted by our March 9, 1964 memorandum as being in the public interest.

The pavement type selection for the project is accepted on the basis of documentation attached to your July 8, 1964 "Project Base Design" sheet. Stage construction of the pavement indicated on Sheet No. 2 (Rev.2) of the plans is conditionally accepted with the understanding that the total required "crushed base equivalent" can be verified by utilizing Oregon loadometer data rather than California truck weight characteristics for development of your own traffic coefficient factors, preferably in terms of 18 kip single axle loads.

Mr. Morgan's July 30, 1964 letter furnished acceptable supporting information for construction of a 24-foot roadway connection between the severed Hankin Gulch Road and the old Pacific Highway (Bridge Lane). However, we note that the total required "crushed base equivalent" of 16 inches considerably exceeds the roadway structure provided under Project SH-5-FAP 138-B(1) for the connections from the currently existing highway to the old Pacific Highway. Unless the need for such additional depth can be supported, the depth of base material should be reduced to not substantially exceed the amount previously provided.

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AUG 5 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 29 1964
FOR FILING
GLENN L. JACKSON, CHAIRMAN
WILLIAM L. THOMPSON, MEMBER
DAVID B. SIMPSON, MEMBER
FLOYD CURRY, ADMINISTRATOR
4470

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

STATE HIGHWAY ENGINEER
DEPUTY STATE HWY. ENGR.
CHIEF COUNSEL

NOTED
FLOYD P. SHAW

RECEIVED
JUL 28 1964
OFFICE OF
STATE HIGHWAY ENGINEER

cc: Floyd P. Shaw
L. H. Young
L. I. Ames
C. H. Nelson

RECEIVED
JUL 2 1964
FOR FILING

477 Cottage Street, N. E.
Salem, Oregon 97301

July 23,1964

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

08-33.7

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-2(31)72, Coyote Creek - Grave Creek Section

Please refer to Right of Way Engineer Walter T. Wright's letter of July 16, 1964 requesting our approval to secure an additional appraisal of right of way to be acquired from parcel 36544 - Dowell.

Inasmuch as this case appears to be going to condemnation, and there is a wide spread in the present appraisals, we will approve Federal participation in the cost of securing additional appraisal.

RECEIVED
JUL 27 1964
HIGHWAY DIVISION

Orig to Wright
7-24-64
copy to Young
7-27-64

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JUL 20 1964
COMMISSIONERS
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GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I 5-2(57)12
G47

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 16, 1964

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

File No. 36544-Dowell
Coyote Creek-Grave Creek
Section
Pacific Highway
Josephine County

Dear Sir:

The staff appraisal on subject file is in the amount of $29,000. We have also secured a fee appraisal by Mr. David Fronne of Grants Pass who reports a value finding of $20,708. The review appraisal has certified that the latter amount should form the basis for negotiation. Such negotiations have been undertaken and have proven fruitless with the result that this file will be the subject of a suit in condemnation.

The irreconcilable spread in the two appraisals, accompanied by the subsequent review on the low one, makes any appearance in a legal proceeding rather tenuous, particularly in a case of this nature where damage forms a large preponderance of the loss suffered. We believe for the above cited reasons that it is prudent to secure an additional appraisal to affirm our present position, and to bolster our available testimony at time of trial. We request your acknowledgement that the cost of such an appraisal will be eligible for Federal participation.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:LAH:mk

cc: R. L. Porter
L. H. Young
L. I. Lindas
C. H. Maison
M. R. Mitchell

RECEIVED
JUL 20 1964
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION

REVISED PROJECT BASE DESIGN

COYOTE CREEK-GRAVE CREEK UNIT

Section DOUGLAS COUNTY LINE-GRAVE CREEK Highway PACIFIC (FA 3) County JOSEPHINE Prefix 617-1(12)

Res. Engr. A.L. Chapman Approx. Length 3+ Miles. Sta. 215+ to Sta. 395+ Date 7-8-60

Truck A.D.T. 770 Traffic Coefficient 10.3 18 kip s.a. per day 539.35

Annual Precipitation 42"± Frost Penetration ---.

(1)
Typical Soil

24	LL
3	PI
82	%P 10
49	%P200
18	%Gravel
18	%C Sand
16	%F Sand
37	%Silt
11	%Clay
25	"R" Value (Corrected)

AASHO CLASSIFICATION:
A-4 (3)

MATERIAL SOURCES:
To be determined by the Engineer.

NEW WORK

2" of A.C. (Final).
3½" of A.C. (Immediate).
3" of Plant Mix Bituminous Base.
12½" of crushed base.

EXISTING ROADWAY (DISTURBED) Where scarified and utilized.

Variable depths of 3/4"-0 level course where necessary.

EXISTING ROADWAY (UNDISTURBED)

1½" minimum A.C. overlay, with an extra allowance for leveling.

IN PLACE
4"± Oil
18"± Base

(1)
Silty Sand

OTHER ROADS	P.C.	WEAR SURF	LEVEL	BASE	ACTUAL THICK	CBR REQ.
Mackin Gulch County Road	6.0	2" AC	2"	10"	14	16
Access Road		2" 3/4"-0		6"	8	

	CBR Total Req.	Credit	Actual Thick	
NEW WORK				
		4	2	AC-Final
		7	3½	AC-Immed.
		4½	3	Pl.
		12½	12½	Cr Base
	28	28		
XXXX

SECTION: COYOTE CREEK-GRAVE CREEK UNIT
DOUGLAS COUNTY LINE-GRAVE CREEK

HIGHWAY: PACIFIC (FA 3)

COUNTY: JOSEPHINE

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 4700 (Total)

B. Future ADT 12400 (Total)

C. Mean ADT 8550 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 18 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 9% x (C) 8550 = 770

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 770 x (H) 100 % = 770

TRAFFIC COEFFICIENT = K (I) $^{0.119}$
where K = 4.664

= 10.3

SECTION: COYOTE CREEK-GRAVE CREEK

HIGHWAY: PACIFIC (FA 3)

COUNTY: JOSEPHINE

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See attached sheet

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil
7. Stage Construction: Part of Design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration
10. Stimulation of Competition: Not a consideration
11. Construction Consideration: No problem
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not a consideration
13. Traffic Safety: No problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: See attached sheet

CONCLUSION AND REMARKS:

On this project, two different surfacing designs were considered. Present worth costs (P.W.C.) were computed for each design and are as follows:: 1963 average bid prices were used.

5½" of A.C.

3" of P.M.B.B.

22½" of Crushed Base

P.W.C. - $102,960.25 per 2 lane mile

8" Standard R.P.C.C.

2" of Level Course

7" of Crushed Base

P.W.C. - $103,587.53 per 2 lane mile

The designated source of aggregates for this project is from Grave Creek. Material from this source is readily adaptable to the production of A.C. aggregates. This material is not adaptable to the production of P.C.C. aggregates due to contamination of the natural fines by slatey shale material. The nearest source of proven quality would require haul of about 12 to 15 miles. The cost for this additional haul has been included.

RECEIVED
FEB 25 1964
FOR FILING

Salem, Oregon
February 24,1964

Advance Prefix
Coyote Cr.-Grave Cr. Sec.

Mr. Walter T. Wright
Right of Way Engineer

BUILDING

We have not yet received Bureau approval for the purchase of right of way on the Coyote Creek-Grave Creek Section of the Pacific Highway in Josephine County; however, in order that you may set up your files, we have assigned the following prefix in advance of Bureau approval:

Prefix 617-2509
Coyote Creek-Grave Creek

The approximate limits are from Station 713 through an equation 714=209 to Station 443.

L. H. Young
Office Engineer

cc:
Dwayne Ridings

RECEIVED
JAN 3 1964
FOR FILING

MEMO TO FILE, 1/2/64

Grave Creek Interchange
Coyote Creek-Grave Creek Section
Pacific Highway, Josephine County

On Thursday, December 27, 1963, the undersigned met with the Josephine County Commissioners to discuss the location of the Grave Creek Interchange, i.e. north of Grave Creek or south of Grave Creek. All three commissioners were present.

Chairman Davidson is very strongly in favor of the southerly location but he wants a frontage road connecting Leland Road with the interchange on the westerly side. He also wants illumination of the interchange. Mr. Davidson was also apprehensive as to the pattern of the westerly portion of the interchange, particularly as regards the connection of the proposed frontage road with the interchange. Commissioner Ringuette is inclined to favor the northerly interchange and Commissioner McGregor is, as yet, undecided.

The commissioners wish to see large scale projections of the proposed interchanges. It is planned to provide them with the current layouts and to offer the following proposals regarding the South Grave Creek Interchange:

1. Sever Leland Road at the freeway thus eliminating the undercrossing at that point.

2. County furnish right-of-way for frontage road.

3. County apply for extension of Leland Road (FAS 850) from present terminus at Pacific Highway to new terminus at South Grave Creek Interchange.

4. County Commission to agree on requirements for interchange and make formal written request to Highway Department signed by all commissioners.

The following costs will be used unless revisions are necessary:

North Interchange	$516,000	
South Undercrossing Structure	184,000	
Total		$700,000
South Interchange	$461,000	
North Undercrossing Structure	186,000	
Total		$647,000
Frontage Road		218,000
Total with Frontage Road. . .		$865,000
South Interchange	$461,000	
Frontage Road	218,000	
Total excluding Undercrossing		$679,000

MEMO TO FILE, 1/2/64 (Grave Creek Interchange)

County Commission also wants lighting but was advised that rural interchanges were generally not eligible. They may still try to get it.

The foregoing will be brought to the attention of the Josephine County Commissioners on January 6, 1964, at which time an attempt will be made to arrive at a formal proposal for submission to the State Highway Engineer.

R. M. Allison, Field Engineer
County and City Division

RMA:mm

cc: Lloyd Shaw
Frank Morgan
L. R. Chandler

RECEIVED
JAN 2 1964
OFFICE OF
STATE HIGHWAY ENGINEER

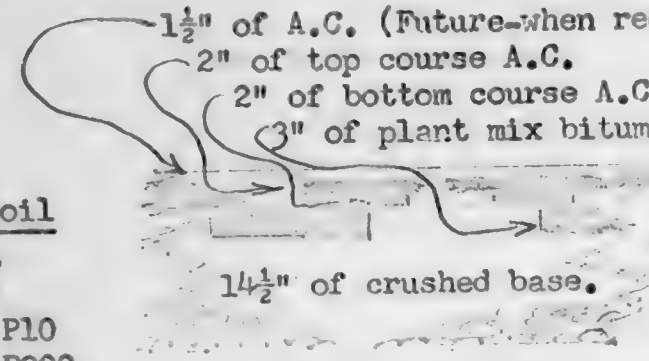
OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section COYOTE CREEK-GRAVE CREEK UNIT
DOUGLAS COUNTY LINE-GRAVE CREEK Approx.
Highway PACIFIC (FA -3) County JOSEPHINE
Engr. A.L. Chapman Length of Project 3.99 Miles. Sta. 215+00± to Sta. 425+55±
Prefix 617-1422
Date 11-1-63

RECEIVED
NOV 8 1963
DIVISION 3

TYPICAL SECTIONS Traffic Classif. - VERY HEAVY

NEW WORK

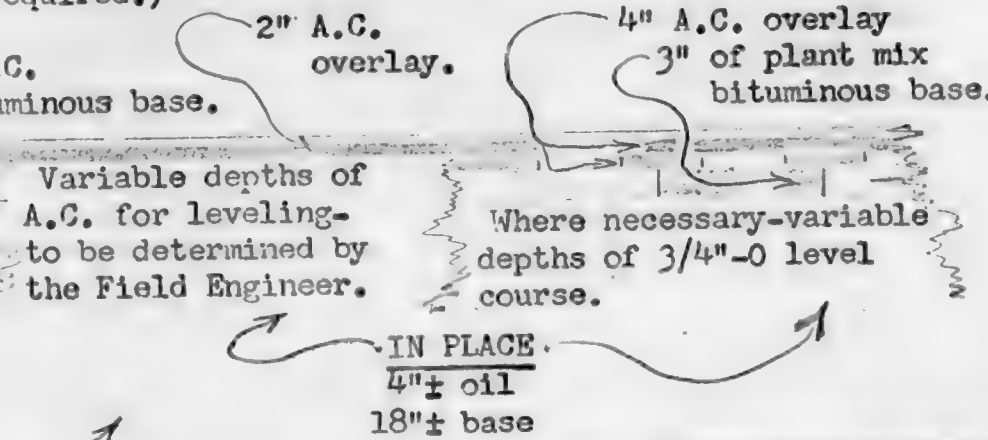


(1)

Typical Soil	
24	LL
3	PI
82	% P10
49	% P200
18	% Gravel
18	% C Sand
16	% F Sand
37	% Silt
11	% Clay
25	"R" Value (Corrected)

AASHO CLASSIF. - A-4 (3)

EXISTING ROADWAY (UNDISTURBED)



EXISTING ROADWAY (DISTURBED)-where scarified and utilized.

Other Traffic Classif.	Total Thickness Requirements.
VERY HEAVY	19½"
HEAVY	17"
MEDIUM HEAVY	14½"
MEDIUM	12"
LIGHT	9½"

Inter-state

Required Base & Wear		Designed Base & Wear		
Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
NEW WORK				
			4	AC
			3	PMBB
			14½	Cr Base
21½			21½	PRESENT
	Future		1½	AC
			23	FUTURE
XXXX

PAVEMENT TYPE SELECTION

COYOTE CREEK-GRAVE CREEK UNIT
DOUGLAS COUNTY LINE-GRAVE CREEK SECTION
PACIFIC HIGHWAY (FA 3)
JOSEPHINE COUNTY

Principal Factors Governing Selection

1. Traffic Classification: VERY HEAVY Present ADT 4600 1980 ADT 9000 % Heavy Vehicles 14
   (NOTE: Increase classification one step for heavy logging use)

2. Soils Characteristics: See design chart attached

3. Weather: Frost Penetration _____ Precipitation Annual ~~Rainfall~~ 42"+

4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: where constructed to present OSHD surfacing thickness standards

5. Cost Comparisons: Not appropriate due to other factors.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil

7. Stage Construction: No problem

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: No problem

10. Stimulation of Competition: Not appropriate

11. Construction Consideration: No problem

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not appropriate

13. Traffic Safety: No problem

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:

Due to items 4 and 6 an A.C. wearing surface has been selected.
A.C. wearing surface was designated for this section in the 104 (b) 5 Needs Study.

JM

20-8320 Tenmile Cr.-Florence Rock Prod. 1964
Proj., Oregon Coast Hwy.
#6491

RECEIVED
JUL 2 - 1965
FOR FILING
20 8320
(4-1

July 2, 1965

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6491 awarded to Pacific Crushing Company for rock production on the Tenmile Creek-Florence Section of the Oregon Coast Highway in Lane County, was completed May 27, 1965, and accepted by the Highway Commission on June 30, 1965.

Final payment in the amount of $2,353.28 will be released to the contractor after July 12, 1965. The total contract amount is $45,575.70 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Pacific Crushing Company
P. O. Box 1475
Florence, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JUL 1 - 1965
FOR
20 8.320
6411

June 30, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed May 27, 1965, on Contract No. 6491. The contract was with Pacific Crushing Company and was for rock protection on the Tenmile Creek-Florence Section of the Oregon Coast Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 30, 1965, and that you concur in this procedure at the Commission meeting on July 13.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider this matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Mr. Floyd Query
Mr. F. B. Klaboe
Mr. Victor D. Wolfe
Mr. L. H. Young
Mr. F. D. Morgan
Mr. C. H. Maison
Mr. L. R. Chandler

bg srb

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Tenmile Cr.-Florence		WEEK ENDING: June 11, 1965
		SECTION PREFIX: 20-8320
HIGHWAY: Oregon Coast		COUNTY: Lane
NAME OF JOB: Tenmile Creek - Florence	KIND OF WORK: Rock Production	
CONTRACTOR: Pacific Crushing Co.	CONTRACT NUMBER: 6491	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 27, 1964	DATE WORK STARTED: March 10, 1965	ESTIMATED COMPLETION DATE: May 27, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN - SUPERVISION -	SPECIFIED WORK DAYS: 80	WORK DAYS USED: 113
	SPECIFIED CALENDAR DAYS: 0	CALENDAR DAYS USED: 0
	SPECIFIED COMPLETION DATE: -	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $53,071.87		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $49,297.87	ENGINEERING AUTHORIZATION: $3,774.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $49,297.87	ENGINEERING COST TO DATE: $4,925.99	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT OVERRUN / UNDERRUN: ___%	PERCENT OF AUTHORIZATION: 130%	DATE PROJECT WAS COMPLETED: May 27, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE. MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			Complete		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT						-		

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Partly Cloudy	0		
TUESDAY	Cloudy	0		Contract completed.
WEDNESDAY	Cloudy to Clearing	0		Equipment being moved out.
THURSDAY	Fair			
FRIDAY	Showers			
SATURDAY				

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Contract completed.
TUESDAY	" "
WEDNESDAY	" "
THURSDAY	" "
FRIDAY	" "
SATURDAY	

REMARKS

The Semi-final Estimate was completed and forwarded to Roseburg Friday.

The Contractor has one piece of equipment, which is to be removed from the job this weekend, and the third Notification will probably be sent in Monday.

This will probably be the last weekly report, unless otherwise instructed.

SIGNED Leon A. Worth DESIGNATION 2141 E. 15th. Ave. Eugene, Ore.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
FEB 1 - 1965
FOR FILING

6471

317

February 1, 1965

Mr. Luther Freeman, Supervisory Engineer
Highway Division, Department of Public Works
1820 Roosevelt Boulevard
Eugene, Oregon

Dear Mr. Freeman:

A report on the source of material for our rock production contract to Pacific Crushing Company has been received from our Roseburg Division.

It develops that the designated prospective source is a State-controlled gravel deposit located on the easterly side of, and 0.3 mile distant from, the Oregon Coast Highway at M.P. 171.4. This is the Tenmile Creek gravel bar.

The deposit here is shallow with the total amount of recoverable material estimated not to be greatly in excess of the 15,000 cubic yards required under our contract. This contract was advertised several times before a "taker". We do not believe sufficient material will remain in this source to provide your need of 10,000 yards after our contract is satisfied. The contractor may experience trouble claiming enough material to fulfill the quantities of our contract. He has the option of choosing a source of his own, in which event we would have no objections to your negotiating with him.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. R. Chandler

GLD:bjm: ajw

FORM E-30 80M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

.....Roseburg, Oregon.....
.....January 9, 1962.....

SUBJECT: [illegible]-317
Lane County Project
Tenmile Creek Gravel Bar

To: L. D. Nelson
Administrative Engineer
Salem, Oregon

Attention: G. L. Decker

The above assignment enclosed a letter from Lane County requesting us to allow them to obtain 10,000 cubic yards of crushed material from our contractor who is doing a rock production project for us in our Tenmile Creek Gravel Bar. Attached is a copy of a letter from R. J. Van Cleave, indicating that it is extremely doubtful if sufficient gravels are in this bar to do both our project and fulfill the County's needs. We had, over the years, considerable difficulty with adjacent owners in this area due to bank cavings by Tenmile Creek. Their complaints usually were based on changes in this stream allegedly resulting from our operations. Due to the shortage of gravels it is recommended that Lane County be advised that we do not believe sufficient material is available to supply their request.

L. W. Rufion
ASS'T. DIVISION ENGINEER

LWR:lf
Attach.

FORM E-30X—5UM—12-63 Ed.77

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

.....

.....

SUBJECT: [illegible]
[illegible]
Linn County

To: [illegible]
Division Engineer,
S A L E M

[illegible] Ben Hill gravel [illegible] [illegible] to [illegible] available. [illegible] [illegible] middle area of the [illegible] this [illegible] will average [illegible] cannot be [illegible]

It is doubtful that Linn County could [illegible] that they [illegible] of erosion from [illegible]

A map L-3229 shows that the [illegible] of the outlet of Ben Hill [illegible] cut back [illegible] to the low part of the Prairie [illegible] yards of the [illegible]

The total amount of [illegible] Ben Hill [illegible] amount exceed 25,000 to 25,000 [illegible] 10,000 yards could be [illegible]

R. J. VanOsdel
[illegible]
Division Engineer

RJVO:ard

cc: J. L. Davies

LANE COUNTY
DEPARTMENT OF PUBLIC WORKS
HIGHWAY DIVISION
1820 ROOSEVELT BLVD. P.O. BOX 3156
TELEPHONE 343-1671
EUGENE, OREGON

December 9, 1964

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER
Please handle

Dear Mr. Cooper:

It has been brought to Lane County's attention that the State Highway has awarded a rock production contract to Pacific Crushing Company. The quarry to be used is near Tenmile Creek north of Florence.

Lane County has need for approximately 10,000 cubic yards of crushed material in this area. Permission is hereby requested to allow Pacific Crushing Company to remove and crush the above mentioned material from this quarry for Lane County when the State rock contract is complete.

Thank you for your cooperation.

Yours very truly,

Luther Freeman

Luther Freeman
Supervisory Engineer

LF/mb

RECEIVED
DEC 11 1964
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

RECEIVED
DEC 11 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 28 1964
FOR FILE

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
C. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD J. LINDAS
CHIEF COUNSEL

August 27, 1964

Pacific Crushing Co.
P. O. Box 1475
Eugene, Oregon

Gentlemen:

The State Highway Commission on August 27, 1964 awarded to you State Highway Contract No. 6491 for the following project:

Ternile Creek-Florence Rock Production Project on Oregon Coast Highway, north of Florence in Lane County.

This award was based on your low bid of $47,175.00 which was submitted to the Commission on August 25, 1964 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
R. G. Savage (BIAC)

22-1608 Traffic Signal Install. at Inters. of Santiam Hwy. & Spicer Dr. in Albany 1964

#6492

C.I.A 2746

RECEIVED
JUL 21 1965

FOR FILING
22-1668

6492

July 20, 1965

Mr. Roger H. Reid
Attorney at Law
P. O. Box 665
Albany, Oregon 97321

Dear Mr. Reid:

This is in reply to your letter of July 19 concerning a claim that B and W Welding and Repair Shop has against Steeck Electric Company on Contract No. 6492.

Several years ago upon the advice of our Chief Counsel, we refrained from withholding final payments on contracts because of claims unless legal action had been taken or a request had been made by the surety to withhold. As I recall it, the reason given was that a Supreme Court ruling made the State liable for the payment of interest on the amount of the final payment. The Highway Department has never made payments directly to claimants for the reason that many of the claims are disputed and we do not wish to be in the position of judge and jury.

The claim of your client was filed with the Secretary of State on April 19, 1965, under their File No. 4120. The claim is therefore valid against the surety, Birmingham Fire Insurance Company of Pennsylvania, whose agent on this contract was Pearson and Company, General Agents, 630 Oregon Pioneer Building, Portland 4, Oregon.

Steeck Electric Company has performed a great deal of work for us and very few claims have been filed against them. If you have contacted them without results, I would suggest that you get in touch with the surety as the bond they have provided assures not only the completion of the contract but payment for labor and materials used in it.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

ROGER H. REID
ATTORNEY AT LAW
205 1ST NAT'L BANK BUILDING
P. O. Box 665
ALBANY, OREGON 97321
PHONE (503) 926-1201
(503) 926-6071

July 19, 1965

Mr. Floyd Query, Secretary
State of Oregon
State Highway Department
Salem, Oregon 97310

RE: Steeck Electric Co., Contract No. 6492

Dear Mr. Query:

In reference to your letter of July 16 on Steeck Electric Co., from my records it appears that on April 9, Mr. L.P. Williams of B & W Welding & Repair Shop filed a notice of a claim. I am quite sure that the final payment should not have been mailed to Steeck Electric Co. until it guaranteed that all payments had been made. I would appreciate your investigation into this matter.

Very truly yours,

ROGER H. REID

RHR/jp
cc: B & W Welding

RECEIVED
JUL 16 1965
FOR FILING

22-1608
6492

July 16, 1965

Mr. Roger H. Reid
Attorney at Law
205 1st National Bank Building
P. O. Box 665
Albany, Oregon 97321

Dear Mr. Reid:

This is in reply to your letter of July 13 concerning the Steeck Electric Company, Contract No. 6492 for traffic signal installation on the Albany (Spicer Drive Junction) section of the Santiam Highway in Linn County.

The final payment in the amount of $1,140 was mailed to Steeck Electric Company on April 30, 1965.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf

RECEIVED
JUL 13 1965

22-1608

6492

July 9, 1965

Mr. Roger H. Reid
Attorney at Law
P. O. Box 665
Albany, Oregon 97321

Dear Mr. Reid:

This is to acknowledge receipt of your letter of June 28, informing us the claim of B. & W. Welding and Repair Shop against Steeck Electric Company has not been paid.

This appears to be in connection with the Steeck Electric Company, Contract No. 6492, for traffic signal installation of the Albany (Spicer Drive Jct.) on the Santiam Highway in Linn County.

Your client's claim was filed with the Secretary of State on April 19, 1965, and was assigned his File No. 4120.

This information is being noted in our records and we are forwarding a copy of your letter to the surety on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Reed, Assistant Secretary

CWR:gc

cc: Birmingham Fire Insurance Company of Pa.
Pearson & Company
Steeck Electric Co.

noted on Card
G.C.

ROGER H. REID
ATTORNEY AT LAW
205 1ST NAT'L BANK BUILDING
P. O. BOX 665
ALBANY, OREGON 97321
PHONE (503) 926-1201
(503) 926-6071

June 28, 1965

State of Oregon
State Highway Department
Salem, Oregon 97310

ATTN: Floyd Query, Secretary

RE: B & W Welding & Repair Shop

Dear Mr. Query:

B & W Welding & Repair Shop has brought to me your letter of April 16, 1965, concerning your contract no. 6492, in conjunction with a claim that B & W Welding & Repair Shop has against Steeck Electric Company. Please be advised that as of this date, B & W Welding & Repair Shop has not been paid. A payment by Steeck Electric Company was tendered, but was not complete payment, and was returned by B & W Welding & Repair Shop.

Your assistance in collecting this sum due and owing would be appreciated, and we would appreciate your notification of your bonding company that we have not been paid.

Very truly yours,

ROGER H. REID

RHR/jp
cc: B&W Welding & Repair Shop

FLOYD QUERY
NOTED
C. W. HEAD

RECEIVED
APR 23 1965
FOR FILING

April 26, 1965

Birmingham Fire Insurance Company
of Pennsylvania
Regional Office
550 Kearny Street
San Francisco 8, California

Gentlemen:

On April 15, 1965, we wrote to you concerning release of final payment on Contract No. 6492 awarded to Steeck Electric Company for traffic signal installation in Albany (Spicer Drive Junction) of the Santiam Highway in Linn County.

Final payment on this contract is $1,140 and the total contract amount is $11,400. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

ec Steeck Electric Company
P O. Box 1243
Medford, Oregon

C H Maison
Attn: John Herr

RECEIVED
APR 21 1965
FOR FILING

COMMISSIONERS
CLINT L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
APR 19 1965
TOM McCALL
SECRETARY OF STATE

April 16, 1965

B & W Welding & Repair Shop
1738 Santiam Road
Albany, Oregon

Gentlemen:

This is to acknowledge receipt of your claim letter of April 9 stating that Steeck Electric Company owes you $51.20 for banding anchor bolts for traffic signals.

From the description given it appears that the contract to which you refer is our Contract No. 6492, awarded to Steeck Electric Company for traffic signal installation on the Albany (Spicer Drive Junction) Section of the Santiam Highway in Linn County.

RECEIVED
APR 21 1965
SECRETARY OF STATE

The surety on this project is the Birmingham Fire Insurance Company of Pennsylvania through Pearson and Company, General Agents, 630 Oregon Pioneer Building, Portland 4. We will advise them of the receipt of your letter and we will also send your claim letter to the Secretary of State for filing.

Please let us know when your claim has been paid so that we can clear our records.

File 4120

FILED
APR 19 1965
TOM McCALL
SECRETARY OF STATE

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf
cc: Birmingham Fire Ins.Co. of Pa.
Regional Office
550 Kearny Street
San Francisco 8, California

Pearson & Company
General Agents
630 Oregon Pioneer Building
Portland 4, Oregon

Steech Electric Company
P. O. Box 1243
Medford, Oregon

Mr. Jackson
Mr. Simpson

NOTED ON

Hon. Tom McCall
Secretary of State
121 State Capitol Building
Salem, Oregon 97310

(P. S. Please acknowledge receipt of the claim on the enclosed copy of this letter.)

NOTED
C. W. HEAD

B. & W. Welding & Repair Shop
1738 Santiam — Albany, Oregon

Date April 9 1965

To Secretary of State of Oregon

Address Salem

City Oregon

Notice hereby is given that the undersigned B+W Welding has a claim for bending anchor bolts for traffic Signals at Spicer Road and Highway 20 for Stark Eletric Company of Med.ford Oregon in the sum of $ 51.20 against the bond taken from Birmingham fire Insurance Co. of Pennsylvania through Person & Company General Agents 630 Oregon Pionier Building Portland for the work of instulation of traffic Signals at Spicer Rd + Highway 20 for the Oregon State Highway Department.

B+W Welding + Repair Shop
By L. P. Williamson

RECEIVED
APR 15 1965
OREGON
HIGHWAY COMMISSION

STATEMENT

RECEIVED
APR 15 1965
FOR FILE

6492

April 14, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed April 6, 1965 on Contract No. 6492. The contract was with Steeck Electric Company and was for traffic signals on the Santiam Highway at Spicer Drive in Albany in Linn County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 14, 1965, and that you concur in this procedure at the Commission meeting on April 20.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
Victor D. Wolfe
L. H. Young
Ivan D. Merchant
C. H. Maison
R. D. Asburry

TE:bg

RECEIVED
MAR 17 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

OR 1-C-6
149

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 23, 1965

Mr. William D. Bellman
City Manager
City Hall
Albany, Oregon

ORDER WRITTEN
COMPLETED 3-11-65

Dear Mr. Bellman:

The traffic signal installation at Spicer Road and Santiam Road in Albany has been re-examined with reference to the installation of the left-turn signals.

It appears that trucks have been short-cutting the turning radiuses for the left-turn movement. We believe we can ease this situation by relocating the two left-turn signal poles slightly farther back from the intersection. This will provide adequate turning radiuses for trucks. They will not be protected from the careless (if I may use the term) driver.

At the same time the above two poles are relocated, we will improve the turning radius from the Santiam Highway into Spicer Road. Also, as an added measure of protection for the three signal poles, Scotchlite will be applied to the base of the pole to provide illumination for nighttime traffic. These revisions will be accomplished by the Highway Department and should be completed March 1, 1965.

Very truly yours,

Forrest Cooper
State Highway Engineer

By [signature]
Tom Edwards

Tom Edwards
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
R. N. Bothman
E. S. Hunter

RNB:nk/TE:jwa

NOTED
TOM EDWARDS

RECEIVED
MAR 1 [illegible]
OFFICE OF

XERO COPY
XERO COPY
XERO COPY
XERO COPY

RECEIVED
FEB 9 - 1965
FOR FILING
2 11 0
6493

February 8, 1965

B. & W. Welding and Repair Shop
1738 Santiam Road
Albany, Oregon

Gentlemen:

This will acknowledge receipt of your letter of February 1, stating that Steeck Electric Company of Medford owes you $51.20. From the description given, this appears to be in reference to our contract No. 6492, awarded to Steeck Electric Company for traffic signal installation on Albany (Spicer Drive Junction) Section of the Santiam Highway in Linn County.

Our Bridge Division informs us that this contract was approximately 95% complete as of February 1. There is some painting work that remains to be done just as soon as weather conditions permit.

The Birmingham Fire Insurance Company of Pennsylvania through Pearson & Company, General Agents, 630 Oregon Pioneer Building, Portland, furnished the Performance Bond which is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon laws outlining the filing procedure.

This information is being noted in our records, and we will advise the surety and the contractor of the receipt of your letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enclosure

CHH:mg
cc: Steeck Electric Company, P.O. Box 1243, Medford, Oregon
Birmingham Fire Insurance Co. of Pa., Regional Office, 500 Kearney St., San Francisco 8, California
Pearson & Company, General Agents, 630 Oregon Pioneer Bldg., Portland 4, Oregon

Commissioners

Noted on card
m.g.

B. & W. WELDING AND REPAIR SHOP

L. P. W[illi]AMSON
1738 Santiam Road
Phone WAbash 8-8366

ALBANY, OREGON, Febr 1st 1965

Mr Floyd Querry
State Highway Building
Salem. Oregon.

Terms _____ Ship Via _____ Order No. _____

On Oct 5th 1964 we did a job for Steeck Electric Co. P O Box 1243 Medford Oregon. amounting to $51 20.

This has Not been paid as yet.

Invoice # 10072 had been sent them and several statement have been sent since.

Kindly advise as to what procedure to take.

sincerely yours

No 9840

NOTED
FLOYD QUERY

Inter-State Press, 2210 Venice Blvd., Los Angeles 6

This job was for signal lights on Hway 20 and Spicer Roads and has been completed and in use. and see no reason why this account is still unpaid

L. P. Williamson

Ill please handle
-16

FARM AND FOREST PRODUCTS • GRACIOUS LIVING • METALS CENTER • SPORTS • TIMBER CARNIVAL

RECEIVED
FEB 26 1965
FOR PLANNING
22-16C
6492

City of ALBANY

"Hub of the Willamette Valley"

OFFICE OF THE CITY MANAGER

CITY HALL • P.O. BOX 490
ALBANY, OREGON

3134

February 1, 1965

Mr. Thomas Edwards
Assistant State Highway Engineer
State Highway Department Building
Salem, Oregon

Dear Tom:

We agreed, under agreement signed August 27, 1964, to (among other things) maintain the traffic signals at Spicer Road and Santiam Road in Albany.

The turn signals are mounted on unprotected metal posts in the center of the roadway. It is apparent to me that the cost of maintaining (or continually replacing) these center posts will become prohibitive. I have enclosed a copy of our Maintenance Supervisor's report on the matter.

Please re-examine the design of this new installation with the idea of either eliminating the center posts of providing protection for them. This matter is in need of early attention.

Yours truly,

William D. Bollman

William D. Bollman,
City Manager

WDB:ce

Enclosure

Hunter Bateman Disc 81

To City Manager Bollman | At City Hall

Subject This is in regard to the Left Turn signals at Highway 20 and Spicer Rd: | Date 2-1-65

The signal on the West side of Spicer Rd has been broken off at ground level. This post has been hit several times before by trucks turning west off of Spicer Rd. onto Highway 20, but this is the first time it has been completely knocked down. Apparently it was hit head on by a vehicle traveling west on Highway 20. After making a thorough check on this intersection, it is my opinion that this signal, as well as the one on the east side of Spicer Rd, in its present position it dangerous to vehicle traffic travelling east or west on Highway 20, especially in fog, rain or snow. Also, truck and trailor traffic turning left on Highway 20 from the south side of Highway 20 have a difficult time making the turn. It is my recommendation that these two signals should have been hung overhead thus eliminating all of this danger, also, if these signals remain in their present position they will be a costly maintenance problem, plus the safety problem to vehicle traffic. It is apparent that the material used in constructinn of this signal pole was of a very light grade in anticipation of this problem.

DUPLICATE

Signed O.M. Payton, Public Works Supt.

Date | Signed

Rediform 45 469

SEND PARTS 1 AND 3 WITH CARBONS INTACT.
PART 3 WILL BE RETURNED WITH REPLY

RECEIVED
SEP 14 1964
FOR FILING

SP 6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 10, 1964

SUBJECT:

To: Mr. D. B. Parkes
Office Engineering

Steeck Electric Company started work on Contract No. 6492, Santiam Highway at Spicer Drive (Albany), traffic signal installation on the Santiam Highway in Linn County on September 9, 1964.

Ivan D. Merchant
Bridge Engineer

CAG:jm

cc: F.A. Query

Area Code 503 773-3228

RECEIVED
SEP 10 1964
FOR FILING

LETTER OF TRANSMITTAL

FROM

STEECK ELECTRIC CO.
P. O. Box 1243
MEDFORD, OREGON

TO

Oregon State Highway Department

Salem, Oregon

DATE 9/9/64 JOB NO. 7238E

ATTENTION

RE: Contract No. 6402 6492 =
Linn County, Santiam Highway,
Santiam Highwat at Spicer
Drive, Albany, Traffice
Signal Installation.

GENTLEMEN:

WE ARE SENDING YOU ☒ ATTACHED ☐ UNDER SEPARATE COVER VIA _____ THE FOLLOWING ITEMS:

☐ SHOP DRAWINGS ☐ PRINTS ☐ PLANS ☐ SAMPLES ☐ SPECIFICATIONS

☐ COPY OF LETTER ☐ 2 copies of Contract and Bond for Highway Construction

COPIES	DATE OR NO	DESCRIPTION
2		Contract and Bond

THESE ARE TRANSMITTED AS CHECKED BELOW:

☐ FOR APPROVAL ☐ APPROVED AS SUBMITTED ☐ RESUBMIT _____ COPIES FOR APPROVAL

☐ FOR YOUR USE ☐ APPROVED AS NOTED ☐ SUBMIT _____ COPIES FOR DISTRIBUTION

☒ AS REQUESTED ☐ RETURNED FOR CORRECTIONS ☐ RETURN _____ CORRECTED PRINTS

☐ FOR REVIEW AND COMMENT ☐ _____

☐ FOR BIDS DUE _____ 19____ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS:

files

RECEIVED
SEP 10 1964
OREGON
STATE HIGHWAY COMMISSION

IF ENCLOSURES ARE NOT AS NOTED, KINDLY NOTIFY US AT ONCE.

Form 240T - New England Business Service, Inc., Townsend, Mass.

SIGNED: Isabelle F Steeck

RECEIVED
OCT 8 - 1964
FOR FILING
22-1608
6492

MISC. CONTRACTS and
AGREEMENTS No.

Salem, Oregon
September 2, 1964

Agenda Item 3-d-2

Mr. H. S. Cox
County & City Engineer
O f f i c e

Traffic Signal Agreement
Santiam Highway at Spicer Drive
City of Albany

Attention: Mr. R.H. Prange
Field Engineer

Attached is a partially signed copy of an agreement with the City of Albany covering traffic signal installation at the intersection of Santiam Highway and Spicer Driver in easterly limits of Albany.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Albany.

Secretary

rn
Attach: 1

RECEIVED
AUG 28 1964
FOR FILING

COMMISSIONERS
GLENN L. JOHNSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 27, 1964

Steeck Electric Co.
P. O. Box 1243
Medford, Oregon

Gentlemen:

The State Highway Commission on August 27, 1964 awarded to you State Highway Contract No. 6492 for the following project:

Traffic signal installation at intersection of Santiam Highway and Spicer Drive in Albany in Linn County.

This award was based on your low bid of $11,400.00 which was submitted to the Commission on August 25, 1964 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Bergin
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
AUG 20 1964
FOR FILING

August 19, 1964

Oregon State Highway Commission

Gentlemen:

Under our spot accident investigation program, we have determined that it is advisable to install a traffic light at the intersection of the Santiam Highway and Spicer Drive in the easterly limits of the city of Albany. The intersection in question is at the ramp terminals of the Santiam Interchange with the Interstate Highway and also serves the State Highway, State Police, P.U.C., and a restaurant and truck stop. The accident pattern is becoming increasingly worse.

This intersection is within the city limits of Albany but became a part of the city only by very recent annexation. Since the problem has not been of the City of Albany's making, I wish to recommend that an exception be made in this instance to the standard fifty-fifty City-State cooperation for signals and that this signal be installed entirely at the expense of the State. The estimated cost is $16,000.

The City of Albany has agreed to assume the maintenance and power costs upon completion and I would recommend your approval of this project and the granting of authority to the Secretary to sign the agreement with the City of Albany which we now have at hand.

This item will be on the agenda for your consideration at the August 27 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
C. H. Maison
M. S. Cox

TE:jv fn

City of Albany

P. O. BOX 490
ALBANY, OREGON

July 14, 1964

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. Tom Edwards

Dear Mr. Edwards:

Please refer to your letter addressed to me and dated June 25, 1964.

Your proposal contained in the above letter was presented to the Albany City Council at their regular meeting held July 8, 1964. The Council voted to accept your proposal to install the four-way traffic-actuated signal with the provision that the City will assume the power and maintenance costs in the same manner in which other traffic lights in the City are handled.

Yours very truly,

William D. Bollman

William D. Bollman,
City Manager

WDB:ce

RECEIVED
JUL 16 1964
TRAFFIC ENGINEERING

RECEIVED
JUL 15 1964
OFFICE OF
STATE HIGHWAY ENGINEER

PLEASE RETURN TO
TOM EDWARDS

RECEIVED
JUN 25 1964
FOR FILING

June 25, 1964

Mr. William D. Bollman
City Manager
City Hall
Albany, Oregon

Dear Mr. Bollman:

The intersection of Spicer Drive and the Santiam Highway has been a continually bothersome one, from the accident standpoint. We have tried many minor improvements; none have been effective. We now propose to install a four-way traffic-actuated signal to correct this condition. The cost will be approximately $16,000.

Under long standing policy, the cooperation of the City would be solicited. However, in this case (and only in this case) we wish to make an exception since this area has only recently been annexed to the city and the traffic problems existing there have not been in any way a part of the City's doing. For these reasons, we will forego asking for matching construction costs.

It is believed appropriate that the cooperation of the City be requested in the assumption of the power consumption and the maintenance costs in the same manner in which other lights within the city are handled.

We ask that you give this consideration and advise us of your decision. If the above proposal is agreeable, we will proceed with the signal installation.

Very truly yours,

TE:jw

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall
R. D. Asberry

FORM E-20 50M 8-62 43606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
May 29, 1964

SUBJECT: Traffic Hazards
Santiam Hwy. at Spicer Drive
South Santiam Interchange - East of Albany

To: Tom Edwards
Ass't. Highway Engineer
O F F I C E

There is attached a copy of a report from the Division on another worst accident section. This section includes the intersection of the Santiam Highway at Spicer Drive in the South Santiam Interchange.

You will recall that this intersection has been studied several times in the past and that first cross road symbol signs and then a flashing beacon were installed. Considerable traffic across the Santiam Highway is generated at this point by reason of the T & R Truck stop and the State offices.

With the traffic volumes so low, I am somewhat hesitant to recommend a signal. On the other hand, the accident record is such that something should be done and it would appear that a traffic signal is the only answer. It is recommended that fully-actuated traffic signals be installed at this intersection. The estimated cost is $16,000.

F. B. Crandall
Traffic Engineer

VPJ:pk
Attachment

6/2/64
Approved
Asst. State Hwy. Engr.
Copy to Crandall 6-3-64

RECEIVED
JUN 1
STATE HIGHWAY ENGINEER

FORM E-90 BOM 9-63 49007

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
May 18, 1964

SUBJECT: Traffic Conditions
Santiam Highway at Spicer Drive
East of Albany
U.S. 20 - Highway #16 - M.P. 1.11

To:

R. D. Asburry
Division Engineer

OFFICE

In response to your request to investigate five more rural high accident locations, I have investigated the intersection of the Santiam Highway at Spicer Drive. This location has also been high on the list in past years. A flashing beacon installation was completed at this location on June 5, 1963.

The Santiam Highway at the subject intersection has four lanes and left turn refuges. The intersection is illuminated. The designated speed for the highway at this point is 45 MPH, and the minimum sight distance for a vehicle entering the intersection from a side road is 550 feet. A vehicle traveling at 45 MPH would travel through the minimum sight distance in eight seconds, while a loaded truck crossing the highway would require 15 seconds. Trucks make up a large portion of the side road traffic due to the T & R Truck stop.

The attached collision diagram illustrates the accident history of this intersection from January 1, 1962 to February 29, 1964. It is to be noted that 13 of the 16 accidents in 1963 occurred after the flashing beacon was installed. In 1963, 11 of the accidents were of the type that could have been prevented by signalization.

A copy of a 16-hour pedestrian and vehicular count made at this intersection in May 1962 is attached. The count indicates a volume of 6,093 vehicles on the highway to the west of the intersection and 4,084 vehicles to the east. The volume on Spicer Drive was 2,713 south of the highway and 1,996 to the north.

The conditions at the subject location were compared with the minimum warrants prescribed in the National Manual of Uniform Traffic Control Devices for Streets and Highways with the following results:

Vehicular Volume Warrant:	U.S. 20 at Spicer Drive	Minimum Warrant
Average hourly volume on the main street (Max. 8 hr.)	358	420
Average hourly volume on higher volume approach of minor street (same 8 hrs. as above)	98	105
Interruption of Continuous Traffic:		
Average hourly vehicle volume on main street (Max. 8 hrs.)	358	630
Average hourly volume on higher volume approach of minor street (same 8 hrs. as above)	98	53
Pedestrian Volume:		
Average hourly vehicle volume on main street (Max. 8 hrs.)	358	420
Average hourly pedestrian volume on highest volume crosswalk crossing major street (same 8 hrs.)	0	105
Accident Warrant:		
Preventable accidents (1963)	11	5

It can be seen from this tabulation that the vehicular volume warrant is approached. In addition, the number of preventable accidents is more than double the number prescribed as a minimum warrant for signalization. Based on these facts, particularly the continuing high accident rate, it is recommended that a traffic signal installation be given consideration at this location.

R. D. Trygstad
Division Traffic Engineer

RDT:cs
cc: F. B. Crandall

1.

3.

2.

4.

TYPICAL VIEWS
Santiam Highway (US 20) at Spicer Drive

1) Looking west on U.S. 20 from 300 feet east of Spicer Drive.

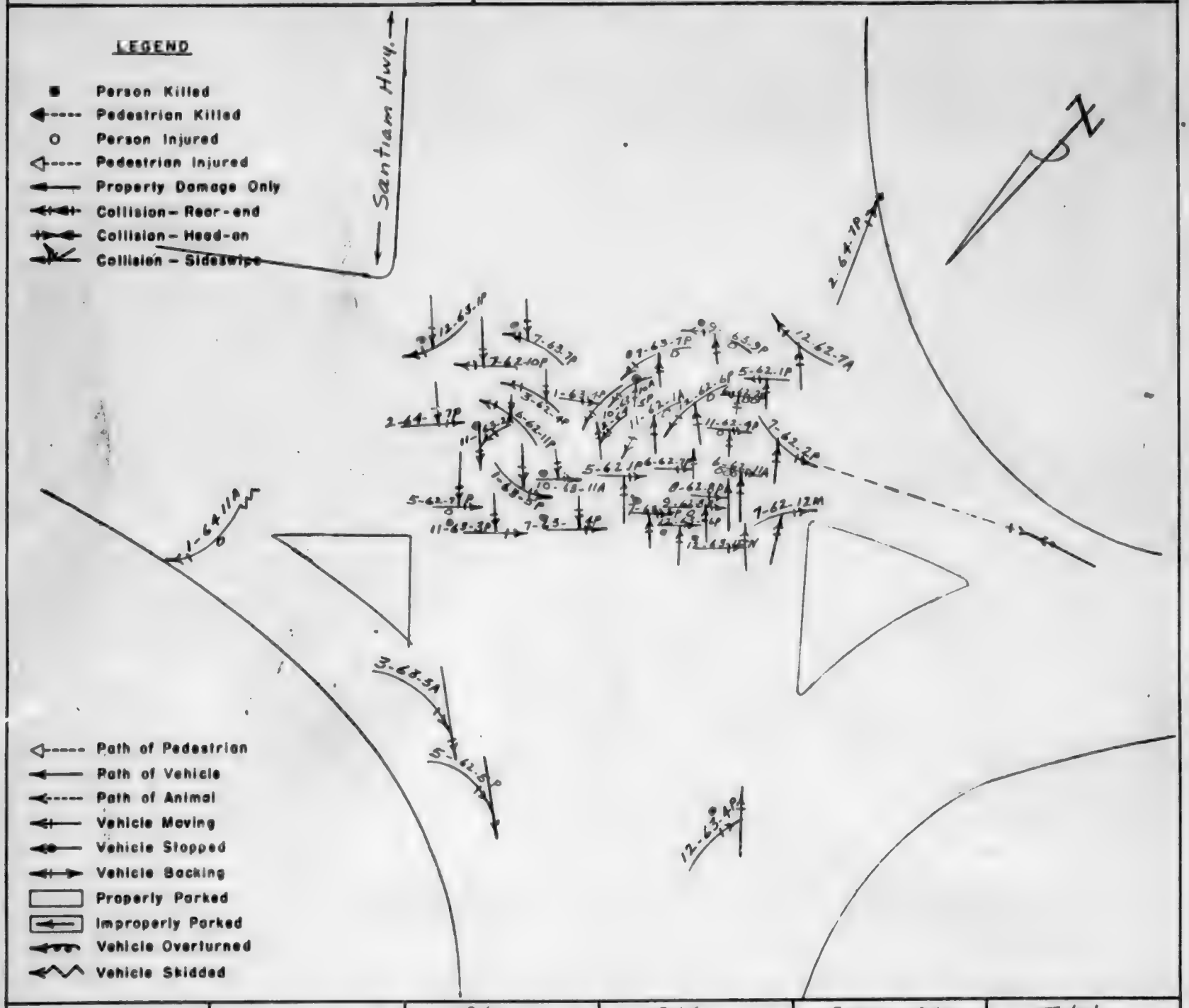
2) Looking east on U.S. 20 from 400 feet west of Spicer Drive.

3) Looking north on Spicer Drive from 200 feet south of U. S. 20.

4) Looking south on Spicer Drive from 200 feet north of U. S. 20.

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

~~City~~ East of Albany County Linn
Intersection of Santiam Hwy. and Spicer Dr.
Highway Number 16 (US20) M.P. 1.11
Period Covered 1-1-62 to 2-29-64
Compiled by BC Drawn by _____ Date 5-12-64

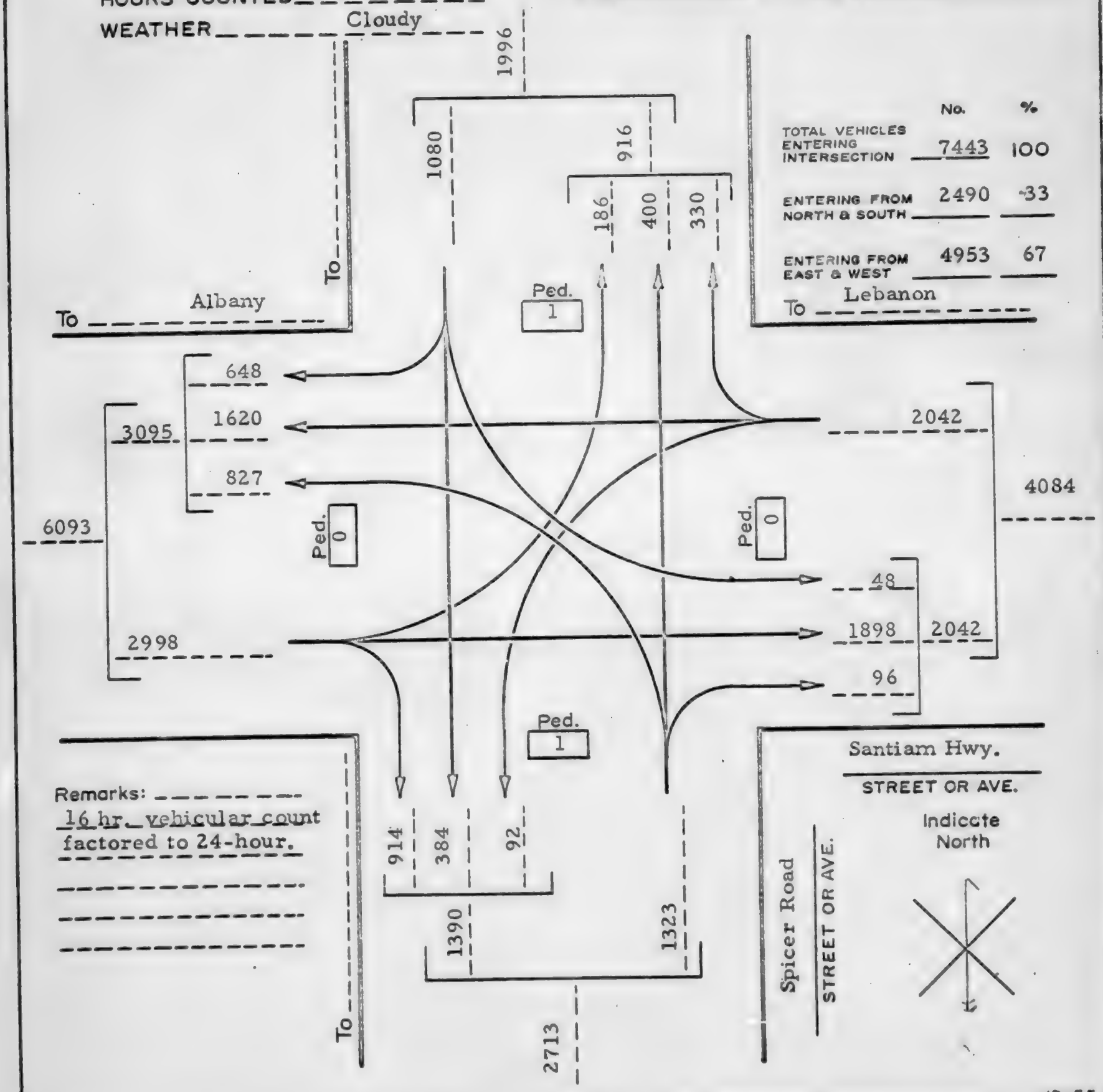


Collision Type	1962				1963				2 mos. 1964				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle						2	8	10			6	6			1	1		2	15	17
Head – on																				
Rear – end																				
Sideswipe																				
Turning Movement						2	6	8		2	8	10			1	1		4	15	19
Parking																				
Non – collision																				
Fixed Object														1	1	2		1	1	2
Pedestrian																				
Backing																				
Misc.																				
TOTAL					-	4	14	18		2	14	16	-	1	3	4		7	31	38

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE May 29, 31, 1962
DAY OF WEEK Tues. & Thur.
ACTUAL COUNT (VEH) 16 HRS.
HOURS COUNTED 6 AM - 10 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 AM - 10 PM
WEATHER Cloudy

CITY OF
INTERSECTION OF Santiam Hwy. US20
AND Spicer Road
STATION NO.
CODE NO.
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	7443	100
ENTERING FROM NORTH & SOUTH	2490	33
ENTERING FROM EAST & WEST	4953	67

Remarks:
16 hr. vehicular count factored to 24-hour.

12-55

Form E-48—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date ..... May 29, 31, 1962
Day of week ..... Tue. & Thur.
Hours counted ..... 6 AM - 10 PM
Weather ..... Cloudy

Classification ..... All Vehicles

	TIME	SUMMARY BY MOVEMENTS												TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West					
A.M.	6:00- 7:00	-	12	15	6	16	15	51	50	4	1	25	33	228	80	35	148	65
	7:00- 8:00	5	15	24	16	12	15	77	95	5	6	36	60	366	122	33	244	67
	8:00- 9:00	5	20	34	12	24	19	95	87	1	3	37	45	382	130	34	252	66
	9:00-10:00	-	25	35	3	23	25	91	90	5	9	35	56	397	148	37	249	63
	10:00-11:00	1	13	53	10	21	19	101	105	2	5	44	45	419	144	34	275	66
	11:00-12:00	2	23	51	9	37	32	199	102	3	11	54	41	484	174	36	310	64
	12:00- 1:00	5	16	48	17	34	38	128	113	7	11	61	59	537	195	36	342	64
P.M.	1:00- 2:00	8	32	57	19	28	36	173	134	5	8	58	63	621	200	32	421	68
	2:00- 3:00	1	25	41	13	22	20	139	116	8	7	75	71	538	162	30	376	70
	3:00- 4:00	3	20	39	14	22	32	164	119	9	9	62	80	573	185	32	388	68
	4:00- 5:00	1	32	53	16	17	23	193	121	8	4	65	78	611	176	29	435	71
	5:00- 6:00	3	26	38	11	23	22	127	90	4	3	57	58	462	147	32	315	68
	6:00- 7:00	2	16	43	11	31	20	85	91	7	3	39	54	402	153	38	249	62
	7:00- 8:00	-	12	32	3	16	15	78	64	8	2	34	36	300	101	34	199	66
	8:00- 9:00	1	5	16	9	13	20	46	48	3	3	23	25	212	78	37	134	63
	9:00-10:00	5	8	10	2	10	13	58	48	4	2	47	26	233	66	28	167	72
	10:00-11:00																	
	11:00-12:00																	
	12:00- 1:00																	
A.M.	1:00- 2:00																	
	2:00- 3:00																	
	3:00- 4:00																	
	4:00- 5:00																	
	5:00- 6:00																	
	24-Hour total .	48	330	643	186	384	400	1893	1620	92	96	827	914	7443	2490	33	4953	67
	16-Hour total .	42	300	589	171	349	364	1725	1473	83	87	752	830	6765	2261	33	4504	67
	12-Hour total .																	
	Control . . .																	
	Factor . . .																	

Tabula
Compu
Check
Check

To and From Freeway //// St. is North and South

Santiam Hwy. St/ is East and West
Spicer Road is South

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Santiam Hwy. & Spicer Drive
Intersection
Station number
Code number

Classification All Vehicles

South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total
1	25	33	228	80	35	148	65
6	36	60	366	122	33	244	67
3	37	45	382	130	34	252	66
9	35	56	397	148	37	249	63
5	44	45	419	144	34	275	66
11	54	41	484	174	36	310	64
11	61	59	537	195	36	342	64
8	58	63	621	200	32	421	68
7	75	71	538	162	30	376	70
9	62	80	573	185	32	388	68
4	65	78	611	176	29	435	71
3	57	58	462	147	32	315	68
3	39	54	402	153	38	249	62
2	34	36	300	101	34	199	66
3	23	25	212	78	37	134	63
2	47	26	233	66	28	167	72
96	827	914	7443	2470	33	4953	67
87	752	830	6765	2261	33	4504	67

SUMMARY BY LEGS

North	East	West	South
1996	4084	6093	2713

PEDESTRIANS USING CROSSWALKS

North	East	West	South
1			

RECEIVED
MAY 1 0 1963

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
May 2, 1963

6492

To:
Tom Edwards
Ass't. Highway Engineer
O F F I C E

SUBJECT: Traffic Hazards
Santiam Hwy. at Spicer Drive
East of Albany
US20 - Hwy. No. 16 - M.P. 1.11

In our review of high-accident intersection for the year 1962, it was found that the intersection of the South Santiam Highway and Spicer Drive at the South Santiam Interchange was again high on the list. This has been reinvestigated and there is attached one copy of our report.

There were eight reported accidents at this intersection during the last six months of 1962. These accidents may be attributed to somewhat restricted sight distance by reason of the vertical curvature of the structure and more particularly to the concentration of traffic caused by the State buildings and the truck stop on Spicer Drive, south of the Santiam Highway. It is recommended that a flashing beacon be installed at this intersection at an estimated cost of $800. There are sufficient funds in the Minor Betterment Budget for Traffic Signal Projects to be Selected to cover the cost of the work.

F. B. Crandall
Traffic Engineer

VPJ:pk
Attachment

Bud George
① Try the adhesive R/G sticker method of determining
② move the stop bars up to the travel lane to conform w/our agreement w/ Pacific Western Traffic

RECEIVED
MAY 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—50M—10-62 40823

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
April 29, 1963

To: Val Johnson
Traffic Control Engineer
O F F I C E

SUBJECT: Investigation - Traffic Hazards
Santiam Hwy. at Spicer Drive -
East of Albany
US20 - Hwy. No. 16 - M.P. 1.11

This investigation and report was prompted by the high number of accidents experienced at the subject location during the year 1962. This location was made the subject of an investigation in June, 1962. At this time it was decided to install cross road symbol signs and to keep an eye on the location to determine if any further action was warranted. These signs were installedon June 27, 1962.

The Santiam Highway at the subject intersection has four lanes and left-turn refuges. The intersection is illuminated. Near the intersection of Spicer Drive there is a restaurant, a large truck stop and a State Highway Maintenance Station. At the Maintenance Station there are also State Police offices and offices of the Public Utilities Commission and Department of Motor Vehicles. As shown by the attached traffic count, these establishments have generated considerable traffic, with a 24-hour volume of a weekday in the latter part of May being 1,323 vehicles entering the intersection from Spicer Drive. Almost all of these either made a left turn onto the Santiam Highway or crossed the highway. Trucks make up a large portion of this traffic. The count shows a volume on the highway of 6,093 vehicles to the west of the intersection and 4,084 vehicles to the east.

There were 16 reported accidents at this intersection during the year 1962. There were nine angle and seven turning movement accidents. The attached collision diagram shows that there were eight reported accidents during the period from June 27, 1962 (the date the cross road symbol signs were installed) and December 31, 1962. There were no fatalities but five persons were injured. The accidents consisted of four angle and four turning movement accidents.

The designated speed for the highway at this point is 45 MPH and the minimum sight distance for a vehicle entering the intersection from a side road is 550 feet. As was pointed out in the June, 1962, investigation, a vehicle traveling at 45 MPH would travel through the minimum sight distance in eight seconds, while a loaded truck crossing the highway would require fifteen seconds. Thus the intersection is potentially hazardous.

It is recommended that a flashing beacon be installed at this intersection to warn traffic on US20 of the existence of the intersection, to more or less differentiate the hazard between this intersection and the one to the west, and to provide a more positive stop indication for those vehicles entering the intersection from the side roads.

Roger D. Trygstad

Roger D. Trygstad
Traffic Investigator

RDT:sm
Attachments

Intersection Investigated

ALBANY

LINN COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 12,926

Scale in Feet

March 1, 1961

SHEET 2 OF 4 SHEETS

SIGNED ROUTES

INTERSTATE 5
U.S. 20
ORE. 22

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CH – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open.
City Limits.

1.

2.

3.

TYPICAL VIEWS

Santiam Highway at Spicer Drive

1. Looking west on the Santiam Highway from 200 ft. east of Spicer Drive.

2. Looking east on the Santiam Highway from 200 ft. west of Spicer Drive.

3. Looking north on Spicer Drive from 200 ft. south of the Santiam Highway.

Oregon State Highway Department

Traffic Engineering Division

Accident Analysis

COLLISION DIAGRAM

~~City~~ of _____ County _____

Intersection of _____ and _____

Highway Number _____ _____

Period Covered _____ to _____

Compiled by _____ Drawn by _____ Date _____

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe

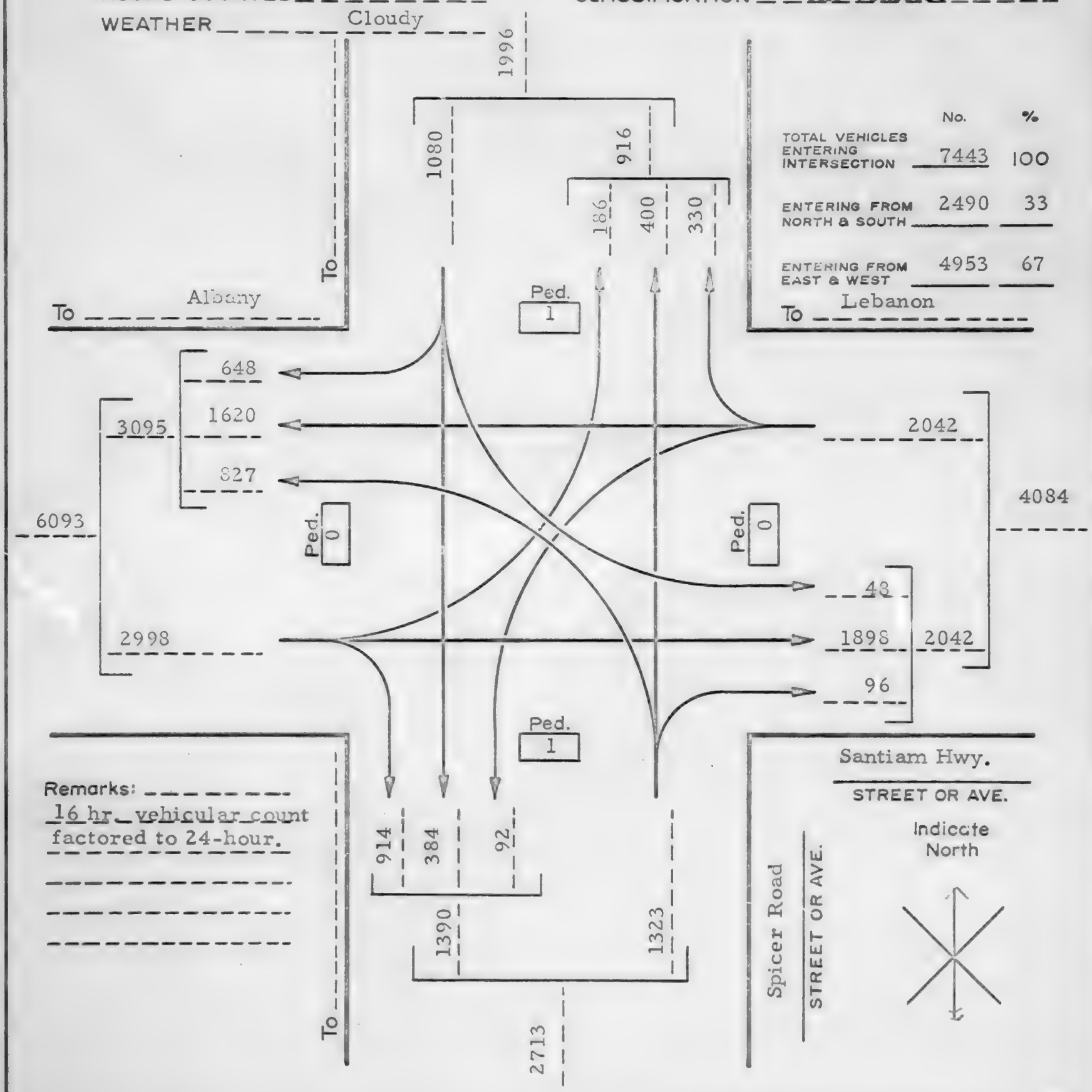
- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Collision Type													7-1-62 to 12-31-62							
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	T
Angle														2	2	4				
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement															2					
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL														4	4	8		4	4	

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE May 29, 31, 1962
DAY OF WEEK Tues. & Thur.
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6 AM - 10 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 AM - 10 PM
WEATHER Cloudy

CITY OF
INTERSECTION OF Santiam Hwy. US20
AND Spicer Road
STATION NO.
CODE NO.
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	7443	100
ENTERING FROM NORTH & SOUTH	2490	33
ENTERING FROM EAST & WEST	4953	67

Remarks:
16 hr. vehicular count factored to 24-hour.

12-55

Form F-46-2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date ..... May 29, 31, 1962
Day of week ..... Tue. & Thur.
Hours counted ..... 6 AM - 10 PM
Weather ..... Cloudy
Classification ..... All Vehicles

	TIME	SUMMARY BY MOVEMENTS												TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West					
A. M.	6:00– 7:00	-	12	15	6	16	15	51	50	4	1	25	33	228	80	35	148	65
	7:00– 8:00	5	15	24	16	12	15	77	95	5	6	36	60	366	122	33	244	67
	8:00– 9:00	5	20	34	12	24	19	95	87	1	3	37	45	382	130	34	252	66
	9:00–10:00	-	25	35	3	23	25	91	90	5	9	35	56	397	148	37	249	63
	10:00–11:00	1	13	53	10	21	19	101	105	2	5	44	45	419	144	34	275	66
	11:00–12:00	2	23	51	9	37	32	199	102	3	11	54	41	484	174	36	310	64
	12:00– 1:00	5	16	48	17	34	38	128	113	7	11	61	59	537	195	36	342	64
P. M.	1:00– 2:00	8	32	57	19	28	36	173	134	5	8	58	63	621	200	32	421	68
	2:00– 3:00	1	25	41	13	22	20	139	116	8	7	75	71	538	162	30	376	70
	3:00– 4:00	3	20	39	14	22	32	164	119	9	9	62	80	573	185	32	388	68
	4:00– 5:00	1	32	53	16	17	23	193	121	8	4	65	78	611	176	29	435	71
	5:00– 6:00	3	26	38	11	23	22	127	90	4	3	57	58	462	147	32	315	68
	6:00– 7:00	2	16	43	11	31	20	85	91	7	3	39	54	402	153	38	249	62
	7:00–8:00	-	12	32	3	16	15	78	64	8	2	34	36	300	101	34	199	66
	8:00– 9:00	1	5	16	9	13	20	46	48	3	3	23	25	212	78	37	134	63
	9:00–10:00	5	8	10	2	10	13	58	48	4	2	47	26	233	66	28	167	72
A. M.	10:00–11:00																	
	11:00–12:00																	
	12:00– 1:00																	
	1:00– 2:00																	
	2:00– 3:00																	
	3:00– 4:00																	
	4:00– 5:00																	
	5:00– 6:00																	
	24-Hour total .	48	330	648	186	384	400	1893	1620	92	96	827	914	7443	2490	33	4953	67
	16-Hour total .	42	300	589	171	349	364	1725	1473	83	87	752	830	6765	2261	33	4504	67
	Control . . .																	
	Factor . . .																	

To and From Freeway // St. is North and South

Santiam Hwy. St/ is East and West
Spicer Road is South

Tabulat

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STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of ..... Santiam Hwy. & Spicer Drive
Intersection .....
Station number .....
Code number .....

Classification ..... All Vehicles

South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS North	East	West	South	PEDESTRIANS USING CROSSWALKS North	East	West	South
1	25	33	228	80	35	148	65								
6	36	60	366	122	33	244	67								
3	37	45	382	130	34	252	66								
9	35	56	397	148	37	249	63								
5	44	45	419	144	34	275	66					1			1
11	54	41	484	174	36	310	64								
11	61	59	537	195	36	342	64								
8	58	63	621	200	32	421	68								
7	75	71	538	162	30	376	70								
9	62	80	573	185	32	388	68								
4	65	78	611	176	29	435	71								
3	57	58	462	147	32	315	68								
3	39	54	402	153	38	249	62								
2	34	36	300	101	34	199	66								
3	23	25	212	78	37	134	63								
2	47	26	233	66	28	167	72								
96	327	914	7443	2490	33	4953	67	1996	4084	6093	2713				
87	752	830	6765	2261	33	4504	67					1			1

Tabulated by .....
Computed by .....
Checked by .....
Checked by .....

Note: From the north is from the northbound traffic on the Freeway, and to the north is to the north leg of the Freeway.

uth
est

23-8326 Vale Rock Prod. Proj., Central Oregon, Vale-West & John Day Hwys. 1964

#6493

RECEIVED
DEC 3 - 1964

December 3, 1964

U.S. Fidelity & Guaranty Company
Portland Office
201 Oregon Bank Building
Portland 4, Oregon

Gentlemen:

On November 19, 1964, we wrote to you concerning release of final payment on Contract No. 6493, awarded to Bryan C. Rambo Crushing Company, for rock production on the Vale Section of the Central Oregon, Vale-West, and John Day Highways in Malheur County.

Final payment on this contract is $1,581.25 and the total contract amount is $33,208.34. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Bryan C. Rambo Crushing Co.
Route 5
Nampa, Idaho

C.H. Maison
Attn: John Herr

RECEIVED
NOV 19 1964
FOR FILING
6493

November 18, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed October 16 on Contract No. 6493. The contract was with Bryan C. Rambo Crushing Company and was for rock production on the Vale Section of the Central Oregon, Vale-West and John Day Highways in Malheur County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 18, 1964, and that you concur in this procedure at the Commission meeting on November 24.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

bbc

FORM E-1 (REV. 8-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: Oct. 30, 1964

SECTION: Vale "ock Production

SECTION PREFIX: 23-8326

HIGHWAY: Central Oregon
Vale-West and John Day

COUNTY: Malheur

NAME OF JOB: Vale Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: Bryan C. Rambo Crushing Company

CONTRACT NUMBER: 6493

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: August 27, 1964

DATE WORK STARTED: Sept 8, 1964

ESTIMATED COMPLETION DATE: Oct. 16, 1964

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: SUPERVISION:

SPECIFIED WORK DAYS: 70

WORK DAYS USED: 23

PERCENT OF TIME ELAPSED: 33

PROJECT AUTHORIZATION: $ 36,281.25

ENGINEERING AUTHORIZATION: $ 2,580.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 33,701.25

ENGINEERING COST TO DATE: $ 1,700.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 33,239.59

PERCENT OF AUTHORIZATION: 66 %

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 1.4%

DATE PROJECT WAS COMPLETED: oct. 16, 1964

FINAL WEEKLY REPORT

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
						100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
		¾"-#10 Maint. Mat.	½"-0		
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,000 C. Y.	9,000 C. Y.			
TOTAL QUANTITIES CORRECTED TO DATE	3,301.5C.Y.	8,946.4C.Y.			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,301.5C.Y.	8,946.4C.Y.			
AVERAGE DAILY QUANTITIES	Above quantities actually placed and remeasured.				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Fair		NOTED JOHN R. OAKES
TUESDAY	Fair		
WEDNESDAY	Fair		
THURSDAY	Fair		
FRIDAY	Fair		
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity by contractor all week,
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor still has not removed fuel tanks from plant site. Advised contractor that final payment will be witheld until these tanks are removed.

Semi-final estimate on this project, along with supporting data submitted to Division Engineer Wednesday of this week.

Mr. H. S. Coulter, Ass't. Division Engineer, made final inspection of stockpile and plant sites Thursday P.M.

Third notification of completion of project will be submitted as soon as contractor removes fuel tanks from plant site.

This will be the final weekly report on this project.

SIGNED P. F. Dimmett

ADDRESS Ontario

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
AUG 28 1964
COMMISSIONERS
FOR FILING

GLENN [illegible], CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6493

FORREST COOPER
STATE HIGHWAY ENGINEER
B. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LIMDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 27, 1964

Bryan C. Rambo Crushing Co.
Route 5
Nampa, Idaho

Gentlemen:

The State Highway Commission on August 27, 1964 awarded to you State Highway Contract No. 6493 for the following project:

Vale Rock Production Project on Central Oregon, Vale-West and John Day Highways, near Vale in Malheur County.

This award was based on your low bid of $32,290.00 which was submitted to the Commission on August 25, 1964 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

I-5-6(55) Slavin Road Sec., Pacific 1964
300 Hwy. in Portland (Slide Corr.)
#6494

DEPARTMENT
DEC 14 1964
FOR FILING

December 14, 1964

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle 4, Washington

Gentlemen:

On December 3, 1964 we wrote to you concerning release of final payment on contract 6494, awarded to Warren Northwest, a Division of Warren Bros. Co., for the slide correction project on Slavin Road on Pacific Highway in Multnomah County.

Final payment on this contract is $3,068.13 and the total contract amount is $60,347.03. No work was performed under force account.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn

cc: Ward Cook-Rodgers Ins. Co. Inc.
603 Panama Building
Portland 4, Oregon

Warren Northwest
A Division of Warren Bros. Co.
P.O. Box 7675
Portland 20, Oregon

C.H. Malson
Attn: John Herr

RECEIVED
FILING
1474

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

T. Dec
Eng. Coordinator

December 9, 1964

08-35.EC

T. Dec, Assistant Division Engineer
Salem, Oregon

Oregon Project I-5-6(37)300
Slavin Road Slide Correction

Mr. Young's October 8, 1964 letter requesting our retroactive approval of equipment rentals on the subject project and his November 16, 1964 supplement to the first letter have been reviewed by this office and our Regional office.

Our original October 11, 1962 finding in the public interest was limited to State-owned equipment and use of State Forces for this work, with the exception of one shovel. However, as the work progressed and the need for additional specialized equipment was realized this equipment was obtained from outside sources. Our approval of these actions was evident by our approval of the increase in project authorization and our Area Engineer's close scrutiny of the project and his inspection reports.

Consideration of the above and other project data it has been determined administratively that the use of the materials and equipment rental can be approved retroactively. Therefore the use of materials and equipment covered by Mr. Young's aforementioned letters is approved effective October 11, 1962 for this project.

This administrative decision is not based upon the provisions of IM 21-3-64 (June 12, 1964) as a non-willing violation of Federal procedures as requested in Mr. Young's letter. It is felt that the intent of this IM was that it would not pertain to this minor degree of deviation from prescribed procedures but it is considered to be applicable to more severe inadvertant violations. We do urge you to avoid similar situations to this in the future by following the prescribed force account procedures of PPM 21-6.3.

RECEIVED
DEC 14 1964
OFFICE OF

RECEIVED
DEC 3 - 1964
FOR FILING
6494

December 2, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed October 4 on Contract No. 6494. The contract was with Warren Northwest, a Division of Warren Bros. Company, and was for slide correction on the Slavin Road Section of the Pacific Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 2, 1964, and that you concur in this procedure at the Commission meeting on December 15.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. E. Johnson

12-3-64

bbc

RECEIVED
MAR 29 1965
FOR FILING

Form CO-121
(11-63)
(Prescribed by
A.O. 204-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
222 S. W. Morrison Street
Portland, Oregon 97204

DATE: November 25, 1964

In reply refer to: 08-00.4

TO : Mr. A. W. Parsons, Division Engineer
Salem, Oregon

6494

FROM : B. J. McClarty, Acting Regional Engineer
Portland, Oregon

SUBJECT: Oregon Project I-5-6(37)300, Slavin Road Slide Correction
State Force Work -- Your November 20 memorandum

The subject memorandum and attachments described the problems encountered by the State in this particular slide correction project. Apparently the original correction plan required some major revisions due to the field conditions exposed as the work proceeded. This resulted in a substantial increase in cost, plus need for several special pieces of equipment not available to the State forces from its own equipment pool. Cost increases and changes in construction procedures were approved by your office in the regular manner; however, the need for prior approval of the special equipment required was inadvertently overlooked by the State. Since the quality of the work was not impaired, all costs incurred were justified, and the area engineer was completely familiar and approved of the State's operations, you asked that the State's failure to follow regular Federal-aid procedures be overlooked and that retroactive approval be granted so that Federal participation in the cost of the special equipment rental and operation be granted.

There appears to be no question but that the amount of extra and special equipment that the State was required to rent to properly accomplish this slide correction work would fall within the definition of paragraph 4c of PPM 21-6.2 relative to renting "substantially more equipment than required for its normal operations". However, the information you have furnished, and available in the project files, shows that the corrective work could not have been performed adequately without this equipment, and that the area engineer, by indicating approval in his inspection reports of the State's plan of operation was also, indirectly at least, approving the use of the special equipment. If you accept this premise, we recommend that you retroactively approve Federal participation in the equipment rental and use under paragraph 16b of PPM 21-6.3, as a minor change in the State force project.

For your guidance should a similar situation occur in the future, we believe that another finding of public interest is required in situations of this type. The original approval of State force work assumes the equipment available to the State for its normal operations is adequate to perform the work authorized. When a major change in construction operations caused by unexpected field conditions occurs, and any substantial amount of special equipment must be rented by the State to accomplish the work, then we believe you have a situation sufficiently changed to require another finding that the work by State forces is in the public interest.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

U. S. DEPARTMENT OF COMMERCE Bureau of Public Roads	POLICY AND PROCEDURE MEMORANDUM 21-6.2 Date of Issuance: November 23, 1960

PROGRAM AND PROJECT PROCEDURES

original in PPM file

SUBJECT: CONTRACT AND FORCE ACCOUNT (Justification Required for Force Account Work)

Supersedes: PPM 21-6.2, dated February 16, 1955. (This memorandum is revised to correct citations to current laws and to eliminate wording no longer pertinent. It does not change existing procedures or requirements.)

1. PURPOSE

The purpose of this memorandum is to prescribe procedures in accordance with Section 112(b) of Title 23, USC for a State highway department to request approval that highway construction work be performed by some other method than by contract awarded by competitive bidding.

2. APPLICATION

This memorandum applies to all Federal-aid and other highway construction projects financed in whole or in part with Federal funds and to beconstructed bya State or a subdivision thereof in pursuance of agreements between any State highway department and the Bureau of Public Roads, except secondary projects undertaken in any State under the Secondary Road Plan.

3. DEFINITIONS

The following definitions shall apply for the purposes of this memorandum:

a. The term "some other method" of construction as used in Section 112(b) shall mean the "force account" method of construction as defined herein. In the unlikely event that circumstances are considered to justify a negotiated contract or another unusual method of construction, the policies and procedures prescribed herein for force account work will apply.

b. The term "force account" shall mean the direct performance of highway construction work by a State highway department, a county, a railroad, or a public utility company by use of labor, equipment, materials, and supplies furnished by them and used under their direct control.

c. The term, "county" shall mean any county, township, municipality or other political subdivision that may be empowered to cooperate with the State highway department in highway matters.

4. DETERMINATION OF PUBLIC INTEREST

a. The Congress has expressly provided in the cited legislation that the contract method based on competitive bidding shall be used by a State or county for performance of highway work financed with the aid of Federal funds unless there is an affirmative finding that under the circumstances relating to a given project it is in the public interest to perform the work by some other method.

b. It may be found in the public interest for a State or county to undertake a Federally financed highway construction project by force account when a situation exists in which the rights or responsibilities of the community at large are so affected as to require some special course of action, including situations where there is a lack of bids or the bids received are unreasonable. The cost, by force account, in all cases must be reasonable.

c. No precise rules can be prescribed nor can specific examples always be followed. If, however, a State or county in order to perform force account work must acquire or rent substantially more equipment than required for its normal operations or if force account work by a particular organization shows a substantial increase over a preceding year, it would be difficult under such circumstances to justify an affirmative finding compatible with the foregoing authorization.

5. FINDING OF PUBLIC INTEREST

a. Pursuant to authority in Section 112(b) of Title 23, USC, it is hereby administratively determined that by reason of the inherent nature of the operations involved it is in the public interest to perform by force account the installation or adjustment of utilities or similar type facilities owned or operated by a public agency, a railroad, or a public utility company, provided the costs are reasonable.

NOTED TOM EDWARDS

b. When a State highway department desires that highway construction work financed with the aid of Federal funds, other than the kinds of work designated under paragraph 5a or Federal-aid secondary highway projects to be undertaken by a State or a county in accordance with a State highway department's plan of procedure under the Secondary Road Plan (PPM 20-5) approved by the Commissioner, be undertaken by force account, it shall submit a written request to the appropriate division engineer of the Bureau of Public Roads identifying and describing the project and the kinds of work to be performed, the estimated costs therefor, the estimated Federal funds to be provided, and setting forth the reason or reasons that force account for such project is considered to be in the public interest.

c. The division engineer shall promptly notify the State in writing of his determination that under the circumstances relating to the project, force account is or is not found to be in the public interest. He shall promptly submit to the Commissioner through the regional engineer three copies each of the State's request and his reply to the State. These papers are to be supplemented with an endorsement or statement by the regional engineer with respect to the division engineer's finding.

6. REPORT TO CONGRESS

The Assistant Commissioner for Engineering is responsible for preparing the report for the Committees on Public Works of the Senate and the House of Representatives on all affirmative findings, as required by Section 112(b).

B. D. Tallamy
Federal Highway Administrator

48422—U.S.Dept.of Comm—DC—1960

RECEIVED
NOV 17 1964
FOR FILING

November 16, 1964

Mr. R. W. Gordon
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: Jarvis Road Slide Correction
I-5-6(17)300

Dear Sir:

In reply to your memorandum dated October 15, 1964, regarding equipment rental rates on extra equipment rented from outside sources, we list the following:

Concrete and Boring Company:

This firm did not charge on an equipment rental basis, but did the work of furnishing and installing the 24" culvert pipe on a price per foot as follows: Furnish 24" x 5/8" steel pipe @ $10.50 per ft. Haul, and installation @ $10.00 per foot.

L. B. Foster Company:

The rental on this steel sheet piling was at the rate of $04.50 per ton on the first month's rental and $1.75 per ton on each month thereafter.

Campbell Crane Service:

The fully operated 35 ton crane was rented at the rate of $26.00 per hour and the 60 ton crane at $28.00 per hour. Rental on the Campbell welder was at the rate of $145.00 per month.

Ace Welding:

This charge for welding and furnishing the welding machine was at the rate of $5.00 per hour.

General Construction Company:

Rental on the Koehring truck mounted crane was at the rate of $26.00 per hour with operator and oiler. The pile driving hammer was rented for the first week at $[illegible] per week and thereafter, at a monthly rate of $250.00. The 600 CFM compressor was rented at the rate of $[illegible] per week for the first week and all additional rental at $950.00 per month. The first week's rental on the pile extracter was at the rate of $187.50 per week and subsequent rental at $[illegible] per day. Also

included in the first week's billing was a Link Belt 90 truck crane fully operated for 4 hours at $18.50 per hour; and a 900 CFM air compressor for one week at $446.00 per week. The steel sheet piling was rented at the rate of $65.00 per ton for the first month and reduced to $1.65 per ton for each month thereafter. The sheet piling which was left in place was purchased at a price of $0.09 per lb. with 75% of the rental on this applied toward the purchase price.

Erland and Blickel:

The shovel with clamshell and dragline bucket was rented from this firm at the rate of $18.50 per hour.

Elmer W. Griffin Trucking Company:

Fully operated ten yard trucks were rented from this company at $11.00 per hour.

Bids or quotations were secured when possible and the low bidder was engaged to furnish the equipment or material.

We trust this completes the additional information concerning rental rates requested in your letter of October 15, 1964; and that your favorable consideration and retroactive approval of them for participation can be given.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

[redacted]
cc: F. D. Morgan
A. S. Hunter
F. B. Klaboe
A. V. Benedict
C. H. Maison

FORM E-1 (REV 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER

WEEK ENDING November 6, 1964

SECTION: Slavin Road

SECTION PREFIX: 826-1024

HIGHWAY: Pacific

COUNTY: Multnomah

NAME OF JOB: Slavin Road Slide Correction

KIND OF WORK: Slide Correction

CONTRACTOR: Warren Northwest

CONTRACT NUMBER: 6494

FEDERAL AID PROJECT NUMBER: I-5-6(55)300

DATE OF CONTRACT: August 27, 1964

DATE WORK STARTED: Sept. 14, 1964

ESTIMATED COMPLETION DATE

AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN: 0 SUPERVISION 0

SPECIFIED WORK DAYS: Comp. Date Oct. 15, 1964

WORK DAYS USED

PROJECT AUTHORIZATION: $ 71,901.56

ENGINEERING AUTHORIZATION: $ 5,113.00

PERCENT OF TIME ELAPSED

EXCLUSIVE OF ENGINEERING: $ 66,788.56

ENGINEERING COST TO DATE: $

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 62,247.05

PERCENT OF AUTHORIZATION: %

100%

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 8 %

DATE PROJECT WAS COMPLETED: October 14, 1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE	MAT'L. PROD
100	100	100				

	GRADING	~~ROCK~~	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.075	0.075			
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.075	0.075			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	9,200	20,500			
TOTAL QUANTITIES CORRECTED TO DATE	9,437	19,146			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	9,437	19,146			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Fair		
TUESDAY	Election Day		
WEDNESDAY	Rain		
THURSDAY	Overcast		
FRIDAY	Clearing		
SATURDAY			

NOTED
JOHN R. OAKES

NOV 9 1964

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	Semi-Final Estimate Being Submitted Today
SATURDAY	

REMARKS

This is the last weekly report on this project.

SIGNED R F Lytle

ADDRESS

RICHARD F. LYTLE
OREGON STATE HIGHWAY DEPT.
5821 N. E. GLISAN ST.
PORTLAND, OREGON 72

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
NOV 5 - 1964

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

October 30, 1964

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
G. R. Brooks
Dist. Engineer

08-35.4-BA

By: G. R. Brooks
District Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Slavin Road Section Pacific Highway
Project I-5-6(55)300
State Force Order No. 2

Reference is made to your letter dated October 21, 1964 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with FPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

NOTED
LOYD P. SHAW

Form A-106—5M

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date 0 1964 By
Title
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Slavin Road Date October 5, 1964

I-5-6(55)

Highway Pacific Contract No. 6494 F. A. Project No. 300

County Multnomah Prefix 626-1024 Account No. 224 & 238

Description of Work To Be Done:

Seeding and Mulching

Location by Station Numbers:

162+00 to 166+00

Estimate of Quantities and Costs:

Labor		$100.00
Equipment		50.00
Materials		50.00
	Total	$200.00

Explanation:

State is equipped to perform work with specialized equipment with substantial savings of public funds. This work has not been done. Funds required are available in approved authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 71,906.56
Present estimate of project cost, including $ 200.00 for work under this order	$ 70,720.00
Expected under-run (amount)	$ 1,181.56
Expected under-run (per cent)	2

Space to right of this line is for use of Salem Office

Submitted by: /s/ Art Lytle, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ A. V. Benedict, Asst. Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer. ~~Assistant State Highway Engineer~~ or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
OCT 21 1964
FOR FILING

6494

October 21, 1964.

Mr. A. W. Pareon
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 22[illegible]-230, covering seeding and mulching on the Slavin Road Section of the Pacific Highway in Multnomah County, Contract No. 6[illegible], in connection with Federal-Aid Project No. I-5-6(55)300.

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $200.00, with Federal participation of $[illegible].

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.
CoTier

RECEIVED
OCT 29 1964
FOR FILING

477 Cottage Street NE.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

October 15, 1964

Original signed by
A. W. Parsons
Div. Engineer

08-35.4-DA

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-6(37)300
Equipment Rental
Slavin Road Slide Correction - State Force Work

Reference is made to your letter of October 8, 1964 concerning the above subject.

We recognize that the latent condition of this slide presented a very difficult solution. Because of the unpredictable problems that arose daily we know that you were required to engage equipment and supplies on short notice in order to protect both the freeway and Barbur Blvd. and possible damage to private property.

We feel that the misunderstanding by your Construction Division in regard to the requirements of PPM 21.6.2 is a logical one in view of the pressing need for a solution to the problem. However, your letter describes all extra equipment used but does not indicate the rental rate. Please furnish us with this additional information.

original To Morgan
cc Young
10-28-64

NOTED
LLOYD P. SHAW

RECEIVED
OCT 9 - 1964
FOR FILING

October 8, 1964

Mr. A. M. Ferraro
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Slavin Road Slide Correction
I-5-6(37)300

Dear Sir:

Your concurrence dated October 11, 1962, due to the nature of the work on this project, gave your approval for its performance by State Forces.

Originally the extent of the work consisted of rock backfill, various sizes and types of drain pipe and minor repair of the existing facilities. During the winter it became very evident this work was insufficient to accomplish the required correction. Also, additional movement of the slide showed a culvert and necessitated its replacement.

A revised plan to correct the slide problem forced the State to rent special equipment which wasn't available in the highway equipment pool. This revision is noted and discussed in the Bureau of Public Roads Area Engineer's intermittent construction inspection reports. We quote from your report dated April 17, 1963, "It has been very fortunate to have this work under State Force, to enable flexibility in the solution of this very difficult sliding problem. It would appear that the original plan should be discarded and a new approach obtained because of recent developments".

Your concurrence of September 26, 1963 approving the supplemental State Force Order to increase the project authorization indicates approval of the essential changes.

The purpose of this letter is to obtain your retroactive approval of equipment rental and material purchased from the following companies:

Cascade Steel Rolling Mills:

The skewed 24" culvert pipe was replaced by this firm. This required boring through the existing roadway and is a highly specialized type of work which the State is not equipped to do. Three bids were acquired and the low bid was accepted.

L. B. Foster Company

Sheet piling was rented from this company after other price quotations were obtained. There is included in their billing a small account for haul. Piling was also rented from one other firm as described subsequently.

Crandall Crane Service

Two cranes rented, fully operated (35 ton and 60 ton) and a clamshell bucket from this firm.

A. L. Stinnett

Performed minor amount of welding and furnished a portable welder.

General Construction Company

Supplied truck mounted crane, pile driving hammer (air), 600 CFM compressor and pile extractor. These were rented in the normal manner for State crew use. No crane rental included operator and oiler, but the compressor, pile driving equipment and extractor did not. However, the State crew had no one competent to operate the compressor and related equipment and after difficulties were experienced, the General Construction Co. was requested to furnish a mechanic when the air equipment was used. Also rented was sheet piling of which a large portion was later purchased to be left in place to develop additional shore stabilization by cutting off and restricting underground water flow during rainy seasons.

Leland and Mitchell

One shovel was rented from this firm along with a clamshell and dragline bucket.

Elmer H. Griffin Trucking Company

This company was hired to haul material, trucks with operators, on an hourly basis.

Apparently there was a definite misunderstanding by our Construction Division concerning the proper procedures to be followed to conform with Bureau requirements for projects constructed on a force account basis and accordingly no formal prior approval was requested for the above items.

However, your Area Engineer's report indicates he was completely familiar with and approved the revised procedure and our oversight appears principally of a technical nature.

Situations such as this are anticipated by BPR PR-3-64, Memo June 12, 1964, which makes provision for retroactive approval of work which through inadvertence, possible misunderstanding, or other cause of unwilling violation of Bureau requirements, lacked compliance with those requirements. Procedure under the memorandum applies to situations arising subsequent to date of issuance and we are assuming the situation which has developed concerning the above items conforms with this requirement and accordingly request your favorable consideration and retroactive approval of them for participation.

The above items involve approximately 2% of the total project cost.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

JWW-DAR:lt

cc: F. D. Morgan
L. H. Humber
F. N. Hveem
A. V. Dorodick
C. H. Hainen

477 Cottage Street N.E.
Salem, Oregon 97301

September 24, 1964

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
G. R. Brooks 08-35.4-0A
Dist. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

Slavin Road Slide Correction
Oregon Project I-5-6(55)300
State Force Order No. 1

Reference is made to your letter dated September 17, 1964 concerning subject order.

We are approving the use of State forces as being in the public interest under provisions of FPM 21-6.3 for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special boring equipment and trained personnel to perform the work most economically.

3. The uncertainty as to the extent of the work, drilling conditions to be encountered, and delays occasioned by the contractor's grading operations would tend to result in excessively high bid prices if the work was undertaken under a separate contract. It, therefore, is impractical to contract the work.

A signed copy of the order is returned herewith.

Original To Young
with attach
10-1-64

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 7-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
-6(55)84	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO. 4		COUNTY Multnomah
		PROJECT NO. I-5-6(55)300

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Approx. 1.5 mi. S. Corbett Ave. Ung

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-3-64	0.000
*OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 70,028.00	$ 64,400.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Stacy

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By; L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer September 22, 1964

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal Aid
Project No. I-5-6(55)300

SLAVEN ROAD SECTION OF THE PACIFIC

HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 3, 1964

Type Code X007
Slope Stabilization (Sta. 162+00 to Sta. 166+00)(Contract 6194)

Drainage Excavation, Unclassified	100 Cu.yd.	$ 2.25	$ 225.00
General Excavation, Unclassified	9,200 Cu.yd.	1.50	13,800.00
Tractor and Dozer	14 Hours	22.50	315.00
6-inch Perforated Metal Drain Pipe	370 Lin.ft.	3.00	1,110.00
Special Backfill in Drains	50 Cu.yd.	5.75	287.50
Rock Backfill	20,500 Tons	2.15	44,075.00
Concrete Manholes	1 Only	300.00	300.00
Illumination Restoration	All Req.		1,250.00
			$61,362.50

Flagging (37½% of Contractor's Cost)	All Req.	$ 800.00
Locating Existing Pipes	All Req.	200.00
2 - inch Pipe Under Pavement Sta. 162+10 (2')	All Req.	1,000.00
Salvage & Reinstall Light Pole Sta. 164+50	All Req.	100.00
Seeding and Mulching	All Req.	200.00
		$2,300.00

Total.....	63,662.50
10% Engr. & Cont..	6,365.50
Total.....	$70,028.00

Length of Project - - - - - - - - - - - - - - - - - - 0.000 Miles

Federal Funds -	$64,400.00
State Funds -	5,628.00
	$70,028.00

State Funds Per Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds Per Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-6(55)300

SLAVIN ROAD SECTION OF THE PACIFIC

HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 28, 1964

Type Code X007
Slope Stabilization (Sta. 162+00 to Sta. 166+00)

Drainage Excavation, Unclassified	100 cu. yds.	$ 5.00	$ 500.00
General Excavation, Unclassified	9,200 cu. yds.	1.50	13,800.00
Tractor and Dozer	14 hours	25.00	350.00
8-inch Perforated Metal Drain Pipe	370 lin. ft.	2.50	925.00
Special Backfill in Drains	50 cu. yds.	6.00	300.00
Rock Backfill	20,500 tons	3.25	66,625.00
Concrete Manholes	1 only	375.00	375.00
Illumination Restoration	All Required		900.00
			$83,775.00
Flagging (57½% of Contractor's Cost)	All Required		$ 800.00
Locating Existing Pipes	All Required		200.00
			$ 1,000.00
		Subtotal	$84,775.00
		10% Engr. & Cont.	8,477.00
		Total	$93,252.00

Length of Project - - - - - - - - - - - - - 0.000 Miles

Federal Funds - $85,000.00

State Funds - 8,252.00

$93,252.00

Oregon State Highway Department

Federal-Aid
Project No. I-5-6(55)300

SLAVIN ROAD SECTION OF THE PACIFIC

HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 3, 1964

Type Code X007
Slope Stabilization (Sta. 162+00 to Sta. 166+00)

Drainage Excavation, Unclassified	100 cu. yds.	$ 5.00	$ 500.00
General Excavation, Unclassified	9,200 cu. yds.	1.50	13,800.00
Tractor and Dozer	14 hours	25.00	350.00
8-inch Perforated Metal Drain Pipe	370 lin.ft.	2.50	925.00
Special Backfill in Drains	50 cu. yds.	6.00	300.00
Rock Backfill	20,500 tons	3.25	66,625.00
Concrete Manholes	1 only	375.00	375.00
Illumination Restoration	All Required		900.00
			$83,775.00
Flagging (57½% of Contractor's Cost)	All Required		$ 800.00
Locating Existing Pipes	All Required		200.00
2-inch Pipe Under Pavement Sta. 162+10(SF	All Required		1,000.00
Salvage & Reinstall Light Pole Sta.164+50	All Required		100.00
Seeding and Mulching	All Required		200.00
			$ 2,300.00
	Total		$86,075.00
	10% Engr. & Cont.		8,607.00
	Total		$94,682.00

Length of Project - - - - - - - - - - - - 0.000 Miles

Federal Funds - $87,000.00

State Funds - 7,682.00

$94,682.00

Form E-208—6M

SEP 2 3 1964

FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required
Date SEP 24 1964
U.S. Bureau of Public Roads

Project Name Slavin Road Date Sept. 8, 1964

Highway Pacific Contract No. 6494

County Multnomah Prefix 626-1024

Contractor Warren Northwest, a div. of Warren Bros. Co. F. A. Project No. I-5-6(55)300

Address 9860 N.E. Hancock Dr., Portland, Oregon Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging

Maximum equipment rates allowable as per AGC and State agreement.
Percentage allowed contractor is in accordance with executed contract for this project.

Location by station numbers:

162+00 to 166+00

Estimate of quantities and cost:

Flagging: State's share $ 800.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Special provisions provides that the State shall pay 57½% of the flagging costs that occur on this project.

$800.00 has been set up in the project authorization to cover this work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 71,901.56
Present estimate of project cost, including $ 800.00 for work under this order	$ 69,025.50
Expected under-run ~~over-run~~ amount	$ 2,876.06
Expected under-run ~~over-run~~ per cent	4

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. F. Lytle — Resident Engineer

Approval Recommended: /s/ G. L. Decker — Asst. Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ A. V. Benedict — Division Engineer

Approved /s/ L. H. Young — ~~Deputy State Highway Engineer~~, ~~Assistant State Highway Engineer~~ or Office Engineer.

State Printing 9-28-64

Copy To Young

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

August 27, 1964

Original signed by
A. W. Parsons
Div. Engineer

08-35.EC

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-6(55)300
Slavin Road Section
Slide Correction

As requested in Mr. Young's letter of today advising that all right of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6494 to Warren Northwest, Inc., of Portland, Oregon, low bidder in the amount of $61,362.50 at the August 25, 1964 bid opening.

SEP 1 1964
STATE
HIGHWAY ENGINEER

copy sent to Young
9-2-64

NOTED
LLOYD P. SHAW

RECEIVED
AUG 28 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEN

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 27, 1964

Warren Northwest, a Division of Warren Brothers Company
P. O. Box 7675
Portland, Oregon

Gentlemen:

The State Highway Commission on August 27, 1964 awarded to you State Highway Contract No. 6402 for the following project:

Slide Correction on Slavin Road Section of Pacific Highway in Portland in Multnomah County.

This award was based on your low bid of $61,362.50 which was submitted to the Commission on August 25, 1964 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. M. Young
R. G. Savage (SIAC)

477 Cottage Street N.E.
Salem, Oregon 97301

August 3, 1964

Original signed
G. R. Brooks
Dist. Engineer

08-35.2-DA

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-4(55)300
Slavin Road Section
Slide Correction

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary right-of-way has been acquired or rights-of-entry obtained, with relocation advisory assistance unnecessary, and further that control of access rights have been obtained as indicated in Mr. Hoshring's and Mr. Preston's July 24, 1964 and July 28, 1964 letters, respectively.

It is felt that additional provisions for traffic are necessary. The contractor should be allowed only one southbound lane up to the evening rush traffic at which time he should readjust his barricades to allow for full 3-lane operation south until this period is over.

Our approval is with the understanding the plans have been determined to be adequate to correct slide conditions by engineering studies and that the work is the final stage of construction on this section. Any further work, if necessary, will be considered to be maintenance or reconstruction to be financed with other than Interstate funds.

Mr. Young's July 30, 1964 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

RECEIVED
AUG 5 1964
OFFICE OF
STATE HIGHWAY ENGINEER

original to Young
with attach.
8-6-64

~~SIGNED~~
LLOYD P. SHAW

RECEIVED
JUL 17 1964
FOR FILING

Salem, Oregon
July 17, 1964

Slavin Road Section
State Force Project
Federal-Aid Project
No. I-5-6(37)300

Mr. F. D. Morgan
Construction Engineer

OFFICE

On October 11, 1962, the B.P.R. authorized the State to perform the work involved in the above-mentioned project by State Forces. They deemed it to be in the public interest due to the lack of interest by bidders and their excessive bid prices. A copy of this memo is attached.

In compiling the final voucher, we find work performed by forces other than State Forces in the names of:

Pioneer Construction Company
General Construction Company
L. B. Foster Company

According to PPM 21-6.2, paragraph 3b, the State is to perform the work with State Forces and this is reiterated in the penultimate paragraph of their October 11th letter.

Telephone conversations with B.P.R. personnel and past experience tells us we may, even at this late date, receive retroactive approval for this work. We need some reasons why approval was not asked and received prior to starting the said work, also prudent information which would allow them to make a favorable Determination of Public Interest in our favor. (PPM 21-6.2, paragraph 4)

L. H. Young
Office Engineer

DARsar

RECEIVED
SEP 30 1963
FOR FILING

477 Cottage Street NE.
Salem, Oregon

September 26, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons
Division Engineer
Salem, Oregon

Slavin Road Slide
Project I-5-6(37)300

We acknowledge receipt of your State Force Order No. 1 (Supplemental) for an additional authorization of $60,000.00. This amount is approved in connection with the various revisions that have been necessary throughout the course of work. Our inspection reports and file correspondence indicate the various changes and extra costs incurred. These changes are considered necessary in order to complete the project. The work was originally authorized October 11, 1962, to be in public interest. Early modification of the project agreement estimate will be expected in accordance with our December 31, 1962 memorandum on "Obligations Incurred in Connection with Changes or Extra Work Orders."

Attachment

NOTED
LLOYD P. SHAW

RECEIVED
SEP 2[illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
with attach.
9-30-63

RECEIVED
SEP 23 1963
FOR FILING

September 23, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1-Supplement, Account No. 200 & 930 covering additional work on the Slavin Road Slide Correction Section of the Pacific Highway in Multnomah County, in connection with Federal-Aid Project No. I-5-6(37)300.

Additional work is necessary to complete the slide correction occasioned by the extension of the slide into Harbor Blvd.

Copies of the Assistant Metropolitan Engineers' letters and breakdown of cost are attached.

This work was tentatively recommended for approval by the BPR Area Engineer August 8, 1963. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By H

L. H. Young
Office Engineer

Enc.
LHY:cs

RECEIVED
APR 24 1963
FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 19, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Slavin Slide Correction
Pacific Highway
Prefix 626-1086
Multnomah County

Dear Sir:

This will summarize a recent discussion with Mr. Brooks concerning action at Slavin Slide.

This slide has extended itself from the cut slope on the freeway to include the fill slope of the northbound Slavin Road acceleration lane connection to Barbur Boulevard. On March 30, 1963, the pavement dropped two feet overnight. In the following four days this lane settled an additional two feet. On April 6, 1963, after continued heavy rains, this same chunk dropped an additional six feet and has continued to move. Maintenance pavement repairs to Barbur Boulevard were discontinued after the six foot drop.

Explorations were started the 8th to determine the thickness of the slide mass at the toe of the Barbur fill. Three test borings about 35 feet deep were completed by April 9. One and one-half inch metal pipes were installed in these test holes. Regular measurements were taken of the bending point in these pipes from which the depth of movement was determined to be 16 feet.

A 12 inch C.M.P. through the fill was assumed to be severed and dumping surface water into the back of the slide mass. One 200 foot horizontal test boring determined the feasibility of auger placement of an 18 inch C.M.P. to replace the broken 12 inch. The broken pipe has been plugged and drainage water is being temporarily pumped into the City of Portland storm sewer system.

An estimate has been made of the proposed additional work as follows:

ITEM		COST
1. Trench excavation including shoring	300 cu. yds. @ $20. cu. yd.	$ 6,000.
2. Perforated pipe, 60 ft. of 12 inch	@ $3. per foot	180.
3. Select granular backfill, 200 cu. yds.	@ $6. per cu. yd.	1,500.
4. Bore & install 18 inch culvert to manhole 180 feet	@ $32.32	5,800.
5. 25' manhole		800.
6. Excavate mud in the fill foundation	2,000 cu. yds. @ $3. per cu. yd.	6,000.
7. Rock backfill 3,000 cu. yds.	@ $2.75 per cu. yd.	8,250.
8. Surfacing		1,500.
		$30,050.
		6,010.
	TOTAL	$36,060.

Two photos are attached to show general views of the slide area. Three prints are attached to show other features of the slide and contemplated measures.

It is interesting (and encouraging) to note that no movement at depth can be observed at the freeway level.

A copy of summary dated April 15 by A. V. Benedict is also included for your information.

Very truly yours,

F. D. Morgan
Construction Engineer

By
G. L. Decker
Assistant Construction Engineer

NOTED
LLOYD P. SHAW

APR 22 1963
OFFICE OF
STATE HIGHWAY ENGINEER

GLD:bjh

cc: L. P. Shaw
A. E. Johnson
A. V. Benedict
F. W. Yarbrough

FORM 5-15 20M 11-61 47220

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 12, Oregon
April 17, 1963

SUBJECT: Slide Unit
Barbur Blvd.-Washington Cty. Line Sec.
Pacific Highway
Proj. No: 820-1410

To: Mr. Frank B. Hangen
State Highway Engineer
Public Utility Building
Salem, Oregon

Attention: G. L. Decker

Upon approval by the B.P.R. on December 11, 1962, of the State's proposal to perform slide correction work by state forces, work was progressed as seemed expedient. No effort was made to conform to plans and methods applicable to the bidders plans, but various variations have been found necessary as the work progressed. The purpose of this letter is to detail these changes and the reasons for same. This information should be passed on to the B.P.R. for their concurrence and record.

Because of the lateness of the season, it was decided to attempt excavation and replacement of the existing rock toe only in the area of existing failure, to repair the pavement and curbs and to insert the horizontal drainage drilling. My letter of October 31, 1962, directed to Mr. Decker's attention covered operations up to that time. These consisted of changes in the excavation procedure for the sake of expediency and changes in the drilling pattern to meet data. The drilling anticipated in the last paragraph did not get under way until December 13, 1962.

Drilling on the upper bank of holes was attempted on each fifth hole of the prescribed drilling pattern. The first hole at the southerly end, was drilled to 80 feet and abandoned. This hole was dry. The next hole, dry at 80 feet was extended to 160 feet and picked up a small amount of water. The third and fourth holes were similarly extended to 160 feet and 200 feet respectively. At the fourth set-up two additional holes were fanned out to depths of 235 and 205 feet and the series abandoned. Only a drip was obtained at any of these holes.

A series of nine holes were fanned out under Barbur Blvd. from the toe of embankment opposite station 164. Each of these holes

NOTED
LLOYD P. SHAW

ran a small stream for a total of [illegible] gal. per minute at low pressure. The quantity picked up after welding. Depths ranged from 140 to 330 feet and were limited by the right of way line on the west side of Barbur on, in most cases, rock. Three additional holes were drilled upgrade, station 165 with similar results.

Four holes were fanned out under Barbur from the head of the draw opposite station 160 with rather poor results. The small amount of water developed was piped into the existing perforated drain in the draw. In view of the poor results obtained, further drilling was abandoned. The attached sketch prepared by Don Gano, Division Geologist, shows all drilling in the area including that done in early 1961.

Two owners of "Bermico" filter pipe were received and used in all holes that would admit it until the supply was used. Due to caving or similar condition, it was frequently impossible to push the filter pipe to the bottom of the hole. Efforts to remove the pipe resulted in recovery of a few joints only as the couplers gave way. Most of the time the crew was able to shroud the fiber pipe with 1½ inch steel pipe so the hole was not lost but we did lose the fiber pipe and considerable time. Coupling the fiber pipe to a collection system also proved a problem. We do not intend to use any more fiber pipe.

About March 21st, 1963, Ed Johnson delivered two (2) sets of blueline plans marked up to show a proposed rock toe inlay at the back edge of the lower bench near the driveway. On March 27th, I believe, this and the drilling pattern were discussed on the ground with Herb Schell of the B.P.R. Friday morning I called Mr. Schell to tell him of the further cracking of old Slavin Road opposite station 165 together with the cracking and probable involvement of Barbur in the Slide. Barbur Blvd. had settled requiring a heavy patch.

On Saturday, March 30th, Phil Huntley called to state that he had diverted traffic off the outer lane and was patching the adjoining lane to keep traffic moving over it. The settlement on Barbur continued all week. On Saturday, April 6th, the rate was suddenly accelerated. On Monday it was determined that the culvert under Barbur was broken and a pump was installed at the inlet end to divert the water into an existing sewer in Barbur Blvd. A crew also started clearing trees and brush off the active part of the Slide.

RECEIVED
APR 1 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 5, 1963

SUBJECT: Slavin Slide Correction
Interstate 5, Multnomah Co.
I-5-C(21)>00

To:
L. P. Shaw
Asst. Hwy. Engr.
O F F I C E

A meeting was held on Barbur Blvd. at the site of Slavin Slide with Al Rear, Roy Pyle, Al Johnson, C. Keasey, B. P. Huntley, Jim Putnam, E. S. Hunter and Ed Johnsen. The heavy rains of March 27-28-29 and 30 extended the serious activity of Slavin Slide to include one lane of Barbur Blvd. The Slavin Road north bound connection to Barbur Blvd. has dropped more than two feet since March 29. This created a traffic flow problem on Barbur. There is no current evidence that cracking has extended beyond the present break on Barbur.

Slide correction has been in progress this past year with state forces. A 100 ft. long inlay has been placed adjacent to the freeway. Approximately 6,000 lineal feet of horizontal drains has been installed. The broken slope had been reshaped.

Prior to this recent movement the plan for the completion of the state force work was a substantial rock inlay at the toe of the slide on top of the first bench. The silty clay slide soil slumped on this bench would be excavated and wasted.

Because of the magnitude of the Barbur movement and the potential future hazard to both the freeway and Barbur traffic, it was agreed that the following steps be taken:

1. Vertical pipes be installed in the slide mass near the toe of the Barbur fill. Continued movement of the slide should bend the pipes near the slip plane.

2. Dependant on the depth of the slip plane, a designed rock toe will be installed near the toe of the Barbur fill on stable material beneath the slide mass. Rock inlay work will be done in the dry season.

3. The previously planned rock toe will be installed on the bench above the freeway in the dry season.

April 5, 1963

4. The cracked slope will be cleared and reshaped.

Maintenance has been advised that Barbur Blvd. will continue adjust with the Slavin Slide for the balance of the rainy season.

Ed Johnsen

Ed Johnsen
Soils Engineer

EJ:ms

cc: F. D. Morgan
I. A. DeFrance
Fred Klaboe
A. E. Johnson
R. W. Pyle
B. P. Huntley
D. B. Gano

RECEIVED
APR 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 16 1962
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

October 11, 1962

Attention: Mr. R. L. Porter, Assistant State Highway Engineer

A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-5-6(37)300
Slavin Road Section, Pacific Highway

The proposal contained in your September 25, 1962 letter, to construct the above project with State forces has been considered and found to be in the public interest.

Following is our finding of fact:

The subject project for which bids were opened on September 25, 1962, attracted only two bids. Both were too high to be considered for award.

It seems probable that the poor competition secured at the initial bid opening would not improve if the project were to be re-advertised.

Wet weather, which now prevails and which may be expected to continue for the next several weeks, will cause serious damage to this project and to adjacent freeway if contemplated corrective work is not undertaken immediately. Safety of the community at large is affected and special immediate action is indicated.

Supporting information requested in our memorandum of September 27 was satisfactorily supplied by your October 8 letter.

It is our finding that the use of State forces and equipment and State-furnished materials, to accomplish the work outlined in the plans and specifications for this project, are in the public interest. You are hereby authorized to proceed with the work by State force methods.

The item of Engineering and Contingencies, is shown in your estimate as 12-1/2 percent. It is necessary that this cost be limited to 10% in accordance with Title 23, paragraph 121(d).

original To Young
Copy To Morgan
10-15-62

NOTED
R. L. PORTER

October 8, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Slavin Road Section
Project I-5-6(37)300

Dear Sir:

Reference is made to your letter of September 27 requesting information supporting our proposal to perform work on the Slavin Road Slide Correction Project by State forces. This project had the identifying Federal-aid number I-5-6(37)300.

Listed below is our estimate of the cost of performing all the work by State forces.

Labor	$16,923
Equipment	13,517
Materials & Supplies	35,815
	$66,255
Illumination Restoration	$ 1,500
Traffic Control	1,000
	$68,755
12½ percent Engineering and Contingencies	$ 8,595
TOTAL	$77,350

The State has all the necessary equipment to do this work, with the exception of a two-yard dragline, which can be obtained at AGC rates or less. Rental rates for State-owned equipment will be the regular rates published in Mr. Stephenson's letter of March 17, 1961 (a copy is attached).

Materials are figured at cost to the State. The total estimate is based on performing the work according to plans and specifications as prepared for contracting.

May we have your early consideration of performing the work by State force methods.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

Attachment

cc Forrest Cooper
Lloyd P. Shaw
M. N. Juve
F. D. Morgan

FBK:bjh:ajw

RECEIVED
OCT 3 1962
FOR FILING

October 3, 1962

Oregon State Highway Commission

Gentlemen:

On September 25, bids were opened for a slide correction project on Interstate Route 5 in Portland. This is the area locally known as the Slavin Road Slide. Two bids were received - one from Abrams Construction Company, Inc. in the amount of $108,979, which was 29 per cent above the engineer's estimate, and one from the Kuckenberg Construction Company, Inc. in the amount of $115,658. The engineer's estimate for comparison of bids was $84,465.

Inasmuch as this project attracted only two bidders and both are substantially above the estimate, I recommend that both bids be rejected. The Bureau of Public Roads concurs in this recommendation.

Rather than readvertise this work, we are making application to the Bureau to correct the slide on a force account basis with State crews. As soon as necessary justification information is furnished to the Bureau of Public Roads, we believe it will approve this procedure.

Mr. Jackson approved the rejection on this date, and I request that you concur in this action at the Commission meeting on November 1.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Mr. Floyd Query
Mr. G. S. Paxson
Mr. R. L. Porter
Mr. V. D. Wolfe
Mr. F. D. Morgan
Mr. C. H. Maison

RLP:ajw:er

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 27, 1962

FROM : A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

SUBJECT: Oregon Project I-5-6(37)300
Slavin Road Section, Pacific Highway

As stated in Mr. R. L. Porter's letter of September 25, 1962, only two bids were received for the above project at the bid opening held on that date. The lowest bid, that submitted by Abrams Construction Company, Inc., was 29 percent above the engineer's estimate and the second bid received was substantially higher. We concur in rejection of both bids.

In view of the fact that the project is not attractive to bidders and since it is important that remedial action be taken at once, we do not believe it would be desirable to re-advertise.

In the event that it is decided, as you have suggested, to accomplish the work with State forces, it will be necessary that we have additional information as follows:

1. A cost breakdown as between labor, equipment, materials and supplies.

2. Assurance that the State has the necessary equipment to do the work without renting additional equipment.

3. Rental rates to be submitted and approved (No profit).

4. Materials to be furnished (at State cost).

5. State to perform work according to plans and specifications.

If the equipment rental rates issued by Mr. Stephenson's March 17, 1961 inter-department memorandum are to be used, we should be advised of modifications thereto which you consider to be appropriate.

When the above requested information is received, we may authorize work to begin provided the order is submitted in an acceptable manner.

September 25, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Slavin Road Section
Pacific Highway
Multnomah County
I-5-4(37)300

Dear Sir:

This date we opened bids on the subject-named project to correct a slide which endangered the roadway on this section of Interstate 5. The job did not prove attractive to bidders and we received only two bids out of eight contractors who had drawn bidding plans. The lowest bid received was from Ahrens Construction Company in the amount of $108,979. Our estimate for the work was $84,465. The low bid was 29 percent above the engineer's estimate. The second bidder was substantially higher. Your concurrence in rejecting both bids is requested.

You will recall that this bid letting was a special one for the purpose of removing this slide prior to the onset of the fall rains. We have previously had trouble with this area and a partial correction of the slide condition was made at the time of the initial construction. It is now evident that the work done on the original slide correction did not go far enough. A very real hazard to the roadway and the traveling public exists by virtue of this slide condition. A slight distortion of the grade line in this area already indicates that the slide area is active. It is anticipated that the materials from the slide, upon absorbing water from the fall and winter rains, will move at an accelerated rate.

In view of the foregoing, we believe it would be in the public interest to do this work immediately by force account methods utilizing state forces and equipment. As previously stated, the job did not prove attractive to contractors, that readvertising will not

result in a more favorable bid, and delays into the rainy season will result. This Department is confident that state crews can accomplish this work for not to exceed the engineer's estimate.

Your early consideration of this proposal will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

Enc.

cc Forrest Cooper
Tom Edwards
F. D. Morgan
L. H. Young
T. A. DeFrance

LHY:mmb:ajw

RECEIVED
SEP 10 1962
FOR FILING

477 Cottage Street N.E.
Salem, Oregon

September 10, 1962

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

08-35.2-0

A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

Oregon Project I-5-6(37)300, Slavin Road Section
Slide Correction

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired as indicated in Mr. Wright's August 27, 1962 letter.

Our memorandum of September 6, 1962 approved the special bid opening and the two-week advertising period for this project.

Attach.

original To Young
9-13-62

NOTED
R. L. PORTER

RECEIVED
SEP 6 1962
FOR FILING

September 6, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Reference is made to Item 267 of the Interstate Program covering slope stabilization work on the Slavin Road Section, Project No. I-5-6(37)300.

As set forth in the program data, the area is quite unstable and movement is continuing to develop indications that severe damage may occur if correction of the wet conditions is not undertaken prior to the current winter season.

Accordingly, it is our desire to place the work under contract at the earliest possible date and for this reason, request your approval for a special bid opening for the project with a two-week advertising period.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

JVdH:mmb

cc Porter
Morgan

RECEIVED
SEP-10 1962
FOR FILING

477 Cottage Street N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

September 6, 1962

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-6(37)300
Slavin Road Sec., Pacific Highway in
Portland (Slope Stabilization)

Your letter of September 6, 1962 requested our approval of a special bid opening for the above project, allowing only a two-week advertising period.

Due to the emergency nature of the proposed work and since the project appears too small to attract bidders from distant points, we hereby approve the special bid opening and the shorter advertising period in this instance.

NOTED
R. L. PORTER

original To Young
9-7-62

12-3909 Clyde Holliday Rest Area, John 1964
Day Hwy.
#64495

RECEIVED
APR 13 1965
FOR FILING

April 13, 1965

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

On April 1, 1965, we wrote to you concerning release of final payment on Contract No. 6495 awarded to Klamath Plumbing and Heating Company for Clyde Holliday Rest Area on US26 in Grant County.

Final payment on this contract is $577.33 and the total contract amount is $10,374.18. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

An

cc Klamath Plumbing & Heating Company
P. O. Box 576
Sandy, Oregon

Maryland Casualty Company
Portland Office
1415 S.E. Ankeny Street
Portland 14, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
MAR 31 1965
FOR FILING

March 31, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed March 6, 1965 on Contract No. 6495. The contract was with Klamath Plumbing and Heating and was for work on the Clyde Holliday Rest Area on the John Day Highway (U. S. 26) in Grant County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 30, 1965, and that you concur in this procedure at the Commission meeting on April 20.

It is assumed that if you have no objections to this notice, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Quary
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
L. H. Young
Ivan D. Merchant
C. M. Maison
A. F. Parson

PMS:bg

FORM E-1 (REV. 8-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER: Job No. 9248		WEEK ENDING: February 19, 1965
SECTION: Clyde Holliday Rest Area		SECTION PREFIX: 12-3909
HIGHWAY: U.S. 26		COUNTY: Grant
NAME OF JOB: Clyde Holliday Rest Area	KIND OF WORK: Construction of Rest Area Toilet Building	
CONTRACTOR: Klamath Plumbing and Heating, P. O. Box 576, Sandy, Oregon	CONTRACT NUMBER: 6495	FEDERAL AID PROJECT NUMBER: State Project
DATE OF CONTRACT: August 27, 1964	DATE WORK STARTED: Oct. 6, 1964	ESTIMATED COMPLETION DATE: March 27, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: 50	WORK DAYS USED: 45
PROJECT AUTHORIZATION: $ 13,525.87	ENGINEERING AUTHORIZATION $ 961.84	PERCENT OF TIME ELAPSED: 90%
EXCLUSIVE OF ENGINEERING: $ 12,564.03	ENGINEERING COST TO DATE $ 1,340.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 12,564.03	PERCENT OF AUTHORIZATION 140%	95
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	DATE PROJECT WAS COMPLETED: 3-6-65	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY 14			NOTED JOHN R. OAKES
MONDAY 15	O'cast		
TUESDAY 16	O'cast		
WEDNESDAY 17	Clear		
THURSDAY 18	Clear		
FRIDAY 19	O'cast		
SATURDAY 13			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 14	No activity
MONDAY 15	No activity
TUESDAY 16	No activity
WEDNESDAY 17	No activity
THURSDAY 18	1 man, part of day, painting inside.
FRIDAY 19	No activity
SATURDAY 13	No activity

REMARKS

Work remaining: Exterior painting and minor cleanup.

Work will not be resumed until the weather moderates.

SIGNED George B. Hopkins

ADDRESS ~~P.O. Box 21, La Grande, Oregon~~

SEND ORIGINAL TO SALEM OFFICE. (BRIDGE SEND[illegible]GINAL AND COPY TO SALEM). ONE COPY TO DIVISI[illegible]NGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY EN[illegible]H TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
AUG 28 1964
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
LLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 27, 1964

Klamath Plumbing & Heating Co.
P. O. Box 576
Sandy, Oregon

Gentlemen:

The State Highway Commission on August 27, 1964 awarded to you State Highway Contract No. 6455 for the following project:

Clyde Holliday Rest Area on John Day Highway, westerly from John Day in Grant County.

This award was based on your low bid of $10,523.00 which was submitted to the Commission on August 25, 1964 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

JF

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Frank Morgan
L. H. Young
H. G. Savage (SIAC)
Mark Astrup

RECEIVED
AUG 14 1964
FOR FILING

August 13, 1964

Oregon State Highway Commission

Gentlemen:

In your meeting of November 1962, you accepted a gift of approximately 4.3 acres of land on the John Day Highway between Mt. Vernon and John Day from Clyde and Earlene Holliday for development of a roadside rest area.

The approved 1963-65 budget provided funds for construction. To date, clearing and cleanup of the site have been completed, a well has been drilled and drinking water provided, the parking area has been graded and gravelled, picnic tables and garbage cans provided, temporary pit toilets installed, and a bronze marker purchased commemorating the land donors.

It is now proposed to construct a modern toilet building at this location. The proposed building is similar in size and construction to those constructed at Memaloose Safety Rest Area. Cost is estimated to be $9,200.

Permission to proceed with this project has been given by telephone at an earlier date and its appearance on the August 27 agenda will be for confirmation. I recommend your approval of expenditure of budgeted funds for this building project.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Mark Astrup
C. H. Maison
Harold Schick

MHA:de bbc

306-1719 Powers (2nd Ave.) Sec. of City St. (Grad. & Pav.) 1964

#6496

S. Side 1st Street
Lund 7

SCA

OREGON STATE HIGHWAY DEPARTMENT

Date October, 1965

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Contract # 6496 Prefix 306-1719 Survey Prefix 306-1450

Street 2nd Avenue

City Powers

Payments to Contractor	$ 18,915.50
Engineering and Contingencies.....	3,319.58
Survey.....	1,579.13
TOTAL.....	$ 23,814.21
Agreed State Share	20,000.00
Agreed City Share	$ 3,814.21
City Advance Deposit	$ 3,500.00
BALANCE DUE FROM CITY	$ 314.21

Reference: Outside Billing cc 917

RU:mm

1964 JAN.

FORM E-123X 90M 8-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

NOTED
R. H. PRANGE

April 12, 1965

NOTED
P. B. Arensmeier

H. S. COX

City of Powers
P. O. Box 250
Powers, Oregon

Attention: City Recorder

Gentlemen:

This is in reply to your letter of April 6, 1965, regarding payment of $314.21 as set forth on our invoice No. 84125.

We have no objection to your deferring payment of this amount to July, 1965.

Very truly yours,

C. H. Maison
Controller

CHM:jc

cc: F. B. Klaboe
H. S. Cox ✓
J. G. Herr

NOTED

RECEIVED
APR 13 1965
ENGINEER
COUNTY & CITY DIVISION

1964 SCA (64)

CITY OF POWERS
P. O. BOX 250
POWERS, OREGON

Adams.

April 6, 1965

NOTED
DON HARWELL

NOTED
P. B. Arensmeier

Oregon State Highway Dept.
State Highway Bld.
Salem, Oregon

NOTED
R. H. PRANGE

Klinton
Cox
Mason

NOTED
H. S. COX

Dear Sirs:

The City has received your final statement on the resurfacing of one block of our City Streets. The balance oweing the State is $314.21. Would it be possible for the City to budget money for this debt in our 65-66 Budget and pay it in July 65. We have used all of our budgeted street money for 64-65. This would help the City out alot if this could be done, if not we will have to use some of our State road money to pay this, and we do have a place for all of that.

Yours truly
Killian Rowe
City Recorder
Powers, Oregon

Mason for action & reply
Payment 4-12-65
Li

RECEIVED
APR 12 1965
ENGINEER
COUNTY & CITY DIVISION

REFERRED TO
Cox - Mason
Date: 4/9/65 By: MSK
For: OK - please handle.
Due Date:

RECEIVED
APR 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

1964

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

..IGHWAY DEPARTMENT INVOICE

NO. 84125

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION

RECEIVED
MAR 24 1965
ENGINEER
COUNTY & CITY DIVISION

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Contract #6496

Street 2nd Avenue

City Powers

Payments to contractor . . . . . (see attached voucher for breakdown)	$18,915.50
Engineering and contingencies.	3,319.58
Preliminary engineering.	1,579.13
TOTAL	$23,814.21
Agreed State Share	20,000.00
Agreed City Share	3,814.21
City Deposit	3,500.00
BALANCE DUE STATE	$ 314.21

Reference: Outside Billing cc 917

RMA:eb
3/22/65

RECEIVED
DEC 24 1964
FOR FILING

6496

December 23, 1964

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On November 19, 1964, we wrote to you concerning release of final payment on Contract 6496 awarded to Woodward & Son & Barklow, Inc., for grading and paving Powers (2nd Avenue) Section on the city street in Coos County.

Final payment on this contract is $632.93 and the total contract amount is $18,915.50, including $218.36 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Woodward & Son & Barklow, Inc.
P. O. Box 456
Coquille, Oregon

C. H. Maison
Attn: John Herr

FORM E-1 (REV 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER		WEEK ENDING: November 27, 1964
SECTION: Powers, 2nd Avenue		SECTION PREFIX
HIGHWAY: City Street		COUNTY: Coos
NAME OF JOB: Powers 2nd Avenue	KIND OF WORK: Grading, Oiling	
CONTRACTOR: Woodward Son & Barklow	CONTRACT NUMBER: 6496	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 8-29-64	DATE WORK STARTED: 9-1-64	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN. SUPERVISION:	SPECIFIED ~~WORK DAYS~~ completion: 10-15-64	WORK DAYS USED
PROJECT AUTHORIZATION: $ 21,673.63	ENGINEERING AUTHORIZATION: $ 1,541.24	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $ 20,132.44	ENGINEERING COST TO DATE: $ 3,080.37	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 20,132.44	PERCENT OF AUTHORIZATION: 200 %	
ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~: 1.9 %	DATE PROJECT WAS COMPLETED: 10-1-64	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
		100			100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.08	.08			.08
MILES PARTIALLY COMPLETED					
MILES COMPLETED	.08	.08			.08
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,610 cy	1,440 cy			560 ton
TOTAL QUANTITIES CORRECTED TO DATE	1,610 cy	1,440 cy			565 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,610 cy	1,440 cy			565 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY			
TUESDAY			
WEDNESDAY			
THURSDAY			
FRIDAY			
SATURDAY			

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
NOV 30 1964
CE ACE ACE CE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate submitted to Division Office 11-27-64.

FINAL REPORT

Bobby D. Johnson

SIGNED Bobby D. Johnson, Resident Engineer

ADDRESS Box 374, Coquille, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
NOV 18 1964
FOR FILING

6496

November 17, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed October 1 on Contract No. 6496. The contract was with Woodward and Son and Barklow, Inc. and was for grading and paving on the Powers (2nd Avenue) City Street Section in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 17, 1964, and that you concur in this procedure at the Commission meeting on November 24.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

bbc

1964 Spec

NOTED
R. M. ALLI

August 28, 1964

Mrs. Lillian Ross
City Recorder
City Hall
Powers, Oregon

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Dear Mrs. Ross:

Receipt of your check in the amount of $3,500 as Powers' share of the cost on the Second Avenue project is acknowledged. Your prompt action is very much appreciated.

A copy of the contract and plans will be forwarded you in the near future.

Very truly yours,

H. S. Cox
County and City Engineer

by

R. M. Allison
Field Engineer

RMA:mm

NOTED
V. R. JONES

CITY OF POWERS
P. O. BOX 250
POWERS, OREGON

August 27, 1964

NOTED
R. M. [illegible]

Oregon State Highway Comm
Salem, Oregon

NOTED
[illegible] HARWELL

Dear Sirs:

Please inclosed find check for $3500.00 to cover City cost for the resurfacing of one block in the City of Powers. Thank you.

RECEIVED
AUG 28 1964
ENGINEER
COUNTY & CITY DIVISION

Yours truly

Lillian Kane

City Recorder
City of Powers
Powers, Oregon

Check sent to Hwy. 8/28/64 BMa

RECEIVED
NOV 2 - 1964
FOR FILING

August 28, 1964

Woodward & Son & Barklow, Inc.
P. O. Box 456
Coquille, Oregon

Gentlemen:

The State Highway Commission on August 27, 1964, accepted your proposal for grading and paving on Powers (2nd Ave.) Section of city street in Coos County for the sum of $19,065.50 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6496.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

Planned 1964 [illegible]

NOTED R. M. ALLISON

NOTED H. S. COX

August 26, 1964

NOTED P. D. Aleksitsch

Mrs. Lillian Ross
City Recorder
City Hall
Powers, Oregon

NOTED DON HARWELL

NOTED R. H. PRANGE

Dear Mrs. Ross:

On August 25, the State Highway Commission opened bids on the Special City Allotment project on Second Avenue in Powers. The low bid was submitted by Woodward and Son and Barklow, Inc., of Coquille, Oregon, and the anticipated cost based on the bid is as follows:

Contractor's Bid	$19,065.50
Anticipated Items	200.00
12-1/2% Engineering and Contingencies	2,408.19
Preliminary Engineering	1,650.00
Anticipated Total Cost.....	$23,323.69

As per the agreement executed between the City and State, the City is to pay all costs in excess of $20,000. As the contract cannot be awarded until the City has deposited its share of the cost, will you at your very earliest convenience please forward a check to this office in the amount of $3,500 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

by

R. M. Allison

R. M. Allison
Field Engineer

NOTED [illegible] JONES

RMA:mm

RECEIVED
JUL 30 1964
FOR FILING

July 28, 1964

Woodward & Son & Barklow, Inc.
Post Office Box 456
Coquille, Oregon

Gentlemen:

The street improvement project in Powers, Coos County, on which you were low bidder, June 24, was to have been financed through the "Special City Allotment Fund". The maximum available to the City on one project is $20,000, the cost of the project in excess of that amount to be borne by the City.

We have been advised by the City of Powers that it will be unable to provide the amount in excess of $20,000 necessary to finance the work as bid. Therefore, there will be no award made on this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter

Noted on Journal sheet
dc

Woodward & Son - Barklow Inc.

910 KNOTT STREET
COQUILLE, OREGON

OFFICE: HIGHWAY 42 SOUTH
P.O. Box 456

PHONE
396-3010

General Contractors

REFERRED TO
Floyd Shaw
BY SECRETARY
for reply - file attached

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

Att: Floyd Query, Secretary

Dear Mr. Query,

Since 6-24, we have received no official final word on our low bid for work to have been performed in Coos County: City of Powers, 2nd Avenue, requiring grading and paving of this city street.

Due to scheduling of our other work, we must know immediately the status of this project--whether this contract is going to be awarded or not.

Therefore, will you please notify us by return mail whether we are to schedule or drop this work.

Thank you,

Woodward & Son & Barklow, Inc.
By Ruth Meacham, Office Mgr.

Ruth Meacham

RECEIVED
JUL 23 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Rec by registered mail 7-22-64

F.Q.

1964 SPCA

RECEIVED
JUL 20 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 16, 1964

Hon. Rube Stevens
The Mayor
P. O. Box 250
Powers, Oregon

Dear Mayor Stevens:

This will acknowledge receipt of your letter of July 3, 1964, concerning the proposed cut-back of the project on Second Avenue.

It is planned to shorten the project to include the intersection of Second Avenue and Fir Street and the block between Fir Street and Poplar Street on Second Avenue. Drainage will be adjusted to provide as much as possible towards Spruce Street from the northerly side of Fir Street within the funds available.

Please be advised that the City of Powers is still liable to furnish the base rock and that the cost of this base rock is not included in the estimates we are currently preparing.

As of this date no estimate of cost nor date of letting is available. It is realized that the shortened project is not the most desirable but we hope it will prove to be of value to you.

Very truly yours,

H. S. Cox
County and City Engineer

By

R. M. Allison
Field Engineer

RMA:mm

cc: Lloyd Shaw

CITY OF POWERS
P. O. BOX 250
POWERS, OREGON

July 3, 1964

NOTED
DON HARWELL

Mr Bob Allison
State Highway Dept.
Salem, Oregon

Dear Sir:

The City Council had a Special meeting this morning and they feel that is is impossible to come up with the $14,350. which they must, to have the two blocks resurfaced here in Powers. It was a misunderstanding that the bid could go this high.

The Council voted this morning to request that the State consider cutting this back to one block and intersection. The Council feels that they would be able to undertake this amount of the project.

I might state that we have $8000.00 which we can match to have this project done.

We do hope that the State will go along with us on this request, as we are a remote area and hard for us to get any thing done for us ,and it is also hard for us to come by the money. So what ever you can do for us, will be greatly appreciated by every citizen in Powers, Thank you so much.

Yours truly

Mayor Ruth Stevens

City Recorder Theresa Rose
City of Powers
Powers, Oregon

Approved 1-6-64
Hoyt W. Hall
Asst. State Hwy. Engr.

RECEIVED
JUL
ENGINEER
COUNTY & CITY

RECEIVED
JUL 7
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
JUL 6 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Morgan
Hall
copy to L.P. Shaw

RECEIVED
JUL 6 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 3, 1964

SUBJECT: Special City Allotment Project
City of Powers

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer
O F F I C E

On January 30, 1964, the Highway Commission approved a grading and paving project on Second Street between Spruce and Poplar Streets in the city of Powers. The original estimate for this project was $26,500 and City was to furnish base rock. After location began, additional items were added - curbs, sidewalks, drainage, driveways - at the verbal request of City Council. City was aware of their financial responsibility in this matter as evidenced in their letter of December 3, 1963, which stated they had sufficient funds to cover the cost of the project over $20,000.

The City of Powers on May 12, 1964, signed an agreement with the State Highway Department which agreement stipulated that City would pay all costs in excess of $20,000. The estimate given in the agreement was $32,000.

The project was bid on June 24, 1964, and low bid by Woodward and Son and Barklow Inc. was $29,000.80. The low bid price plus engineering and contingencies plus preliminary engineering totaled $34,350. The city was informed of the total cost and was requested to furnish an advance deposit of $14,350 to permit award of the contract. City informed this office by telephone that $9,000 was the maximum amount they could contribute. Apparently the city had erroneously believed that the cost of the base rock was part of their dollar contribution. Mayor Stevens verbally requested that the project be shortened to permit construction within the limits of the city's financial capability.

City has been advised by telephone to submit a letter informing us of their inability to make the required deposit and requesting cutback of the project to fit their means.

On July 2, 1964, the project was gone over with Bobby Johnson, Resident Engineer, and Roy Stien, Assistant Resident Engineer, with the objective of fitting the job to the money available. It appears that the only manner in which this can be done is to move the northerly limit of the project south 380 feet plus or minus, thus eliminating all work in the block between Spruce and Fir Streets except that necessary for continuation of drainage and matching grade.

NOTED
LLOYD P. SHAW

When the appropriate letter is received from the city, the following action is recommended:

(1) Inform contractor that ~~project~~ contract cannot be awarded due to City's financial status.

(2) Send project location data to Road Design Section for rework from Station 3+80 +/-, thereby eliminating all work in the block between Spruce and Fir Streets except that necessary to continue drainage and match grades.

(3) Get firm estimate and inform city of probable cost and get letter from City of Powers confirming their ability to contribute prior to readvertising project.

(4) Re-advertise and reschedule revised project when ready.

H. S. Cox
County and City Engineer

By

R. M. Allison
Field Engineer

RMA:mm

cc: Frank Morgan
L. R. Chandler
Frank Hall
Virgil O'Neil
Bobby Johnson

RECEIVED
JUL 1 1964
OFFICE OF
STATE HIGHWAY ENGINEER

June 26, 1964

NOTED
R. M. ALLISON

Mrs. Lillian Ross
City Recorder
City Hall
Powers, Oregon

Dear Mrs. Ross:

On June 24, the State Highway Commission opened bids on the Special City Allotment project on Second Avenue. The low bid was submitted by Woodward & Son and Barklow of Coquille and the anticipated cost based on the bid is as follows:

Contractors' bid	$29,000.00
Flagging	200.00
12-1/2% Engineering & Contingencies	3,650.00
Survey	1,500.00
Anticipated Total Cost.....	$34,350.00

As per the agreement between City and State, City is to pay all costs in excess of $20,000. As the contract cannot be awarded until City has deposited its share of the cost, will you at your very earliest convenience please forward a check to this office in the amount of $14,350 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

NOTED
H. S. COX

By

R. M. Allison
R. M. Allison
Field Engineer

RMA:mm

RECEIVED
MAY 13 1964
FOR FILING

206-1719

Salem, Oregon
May 12, 1964

Special City Allotment
2nd Avenue (Spruce to Poplar)
Powers

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Office Engineer

Attached is a partially signed copy of an agreement with the City of Powers covering the Special City Allotment project on 2nd Avenue (Spruce to Poplar Streets) in the City of Powers.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Powers, Oregon.

Secretary

rm
Attach: 1

RECEIVED
MAR 16 1964
FOR FILING

Prefix No. 306-1450

LOCATION PROSPECTUS
SECOND AVENUE SECTION
CITY OF POWERS
COOS COUNTY

STREET: Second Avenue, City of Powers. Not on State or Federal Highway System.

TERMINI: The north end is at the intersection of Spruce Street and Second Avenue. The south end is at the intersection of Poplar Street and Second Avenue.

LENGTH: 0.15 mile.

NOTED
R.L. SCHROEDER

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment. The project is to be constructed with 1964 Special City Allotment Funds. This survey need not be tied to the Lambert Grid System.

TYPICAL SECTION: 65-foot city street section. A trench cut will be made between existing sidewalks and base course and surfacing will be constructed without curbs. A short section between Spruce Street and Fir Street will be constructed with a ditch section on the west side. Sidewalk depths are deep enough to form a type of curb face.

BASE DESIGN: The approved base design for construction is:

NOTED
FORREST COOPER

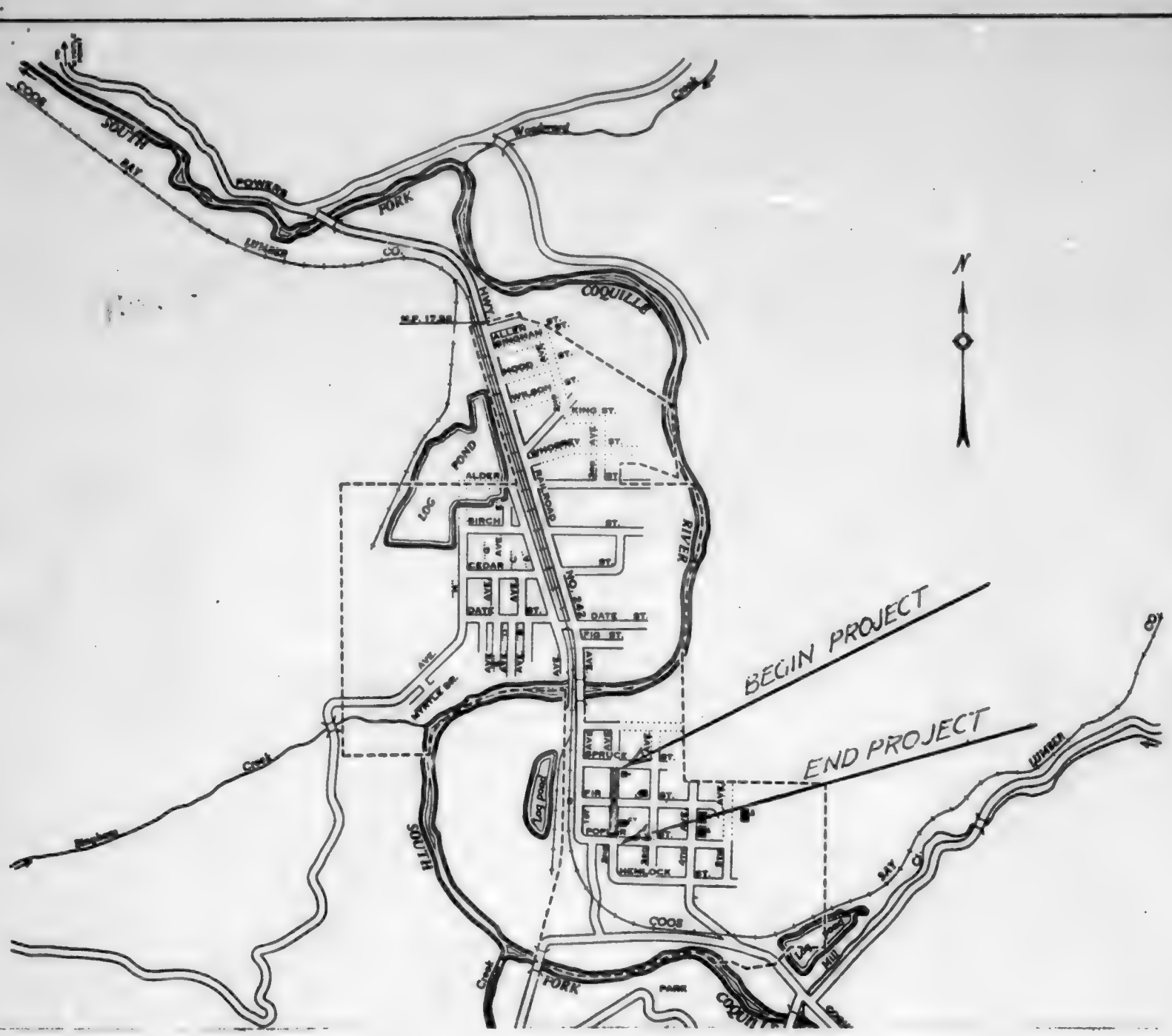
Paving	3-1/2" A.C.
Top Course Base	2 " Level
Bottom Course Base	10 " Coarse Base
Total Depth	15-1/2"

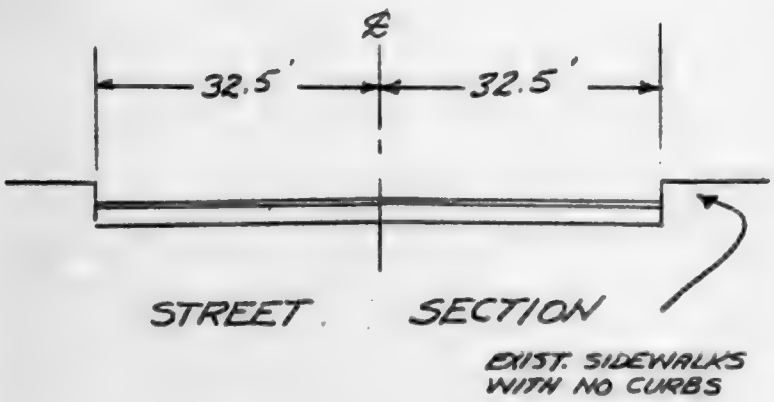
MATERIALS: Prospective materials sources are gravels from the South Fork Coquille River. Base materials are available through commercial sources locally.

ADDITIONAL FACILITIES: There are no railroad crossings or major stream crossings.

AGREEMENTS: Routine negotiations for a Special City Allotment Project. The City of Powers will make adjustments for water mains and all arrangements for required utility adjustments. A surface drainage problem caused by paving will need to be settled.

March 11, 1964
Attachment
cc: Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
Robert L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young





STREET SECTION

EXIST. SIDEWALKS WITH NO CURBS

PROSPECTUS MAP

SECOND AVENUE SECTION

CITY OF POWERS

COOS COUNTY

Scale 1" = 1600' 1964

RECEIVED
MAR 9 - 1964
FOR FILING

MEMO TO FILES
3/6/64

Second Avenue between Spruce and Poplar Streets
City of Powers

On February 27, 1964, in company with Bobby Johnson, Resident Engineer, and Roy Stein, Assistant Resident, officials of the city of Powers were contacted concerning the construction on 2nd Avenue.

In order to match the existing street three typical sections will be required - one for the block between Poplar and Fir Streets and two for the block between Fir and Spruce Streets. Matching will be done in such a manner as to permit further refinements to build a complete street section at such time as the city has the funds.

Utilities and their relocation were discussed. Generally, the telephone poles on the west side of the street and power poles on the east side of the street will have to be moved back as they are now in the street. Two fire plugs will have to be moved back; these now sit well out in the street protected by railroad rail guard posts. All of the utility moves and hydrant moves are the responsibility of the city and this matter was explained to the street councilman, Mr. Costello.

It is planned to run prints of the detail map upon its receipt and return these to the city and the utility companies so that the proper relocation of utilities and fire hydrants may be accomplished in advance of the commencement of construction. Mr. Johnson has been in contact with the telephone companies and the city has contacted the power company concerning the relocation. Powers will move the hydrants with city forces.

There are some problems concerning drainage of which Mr. Johnson is cognizant and his solution was satisfactory to the city.

The gravel bar from which the city will furnish the base rock was inspected and samples of the gravel were brought to the laboratory for complete analysis. The gravel bar is being operated by Reed and Murchison, Inc., who will furnish the base for Powers. Mr. Reed is a member of the City Council and appears to have an excellent knowledge of the several requirements of our base material. When the results of the lab tests are known, Mr. Johnson will inform Mr. Reed of the results and will instruct him as to the required gradation. Another gravel bar is available at the site should the one being tested prove unsatisfactory.

Powers appears to have no serious construction problems and no difficulty over and above normal is anticipated. It will be placed on the letting schedule for June 2, 1964.

R. M. Allison, Field Engineer
County and City Division

RMA:mm
cc: Lloyd P. Shaw
L. R. Chandler
Bobby Johnson

NOTED
LLOYD P. SHAW
RECEIVED
MAR 6 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-128

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY,
WASCO
DAVID B. SIMPSON,
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 26, 1963

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Mrs. Lillian Ross
City Recorder
City Hall
Powers, Oregon

Dear Mrs. Ross:

It is planned to submit your proposed project on Second Street to the Highway Commission for appropriate action and the preliminary estimate based on reconstruction between Poplar and Spruce Streets, with City to furnish rock, is $ 26,500 ; State's share, $20,000.

If you wish to proceed with this project, please submit a letter stating that the City is willing and able to pay all costs in excess of $20,000.

Very truly yours,

H. S. Cox
County and City Engineer

By

R. M. Allison
Field Engineer

RMA:mm

OK

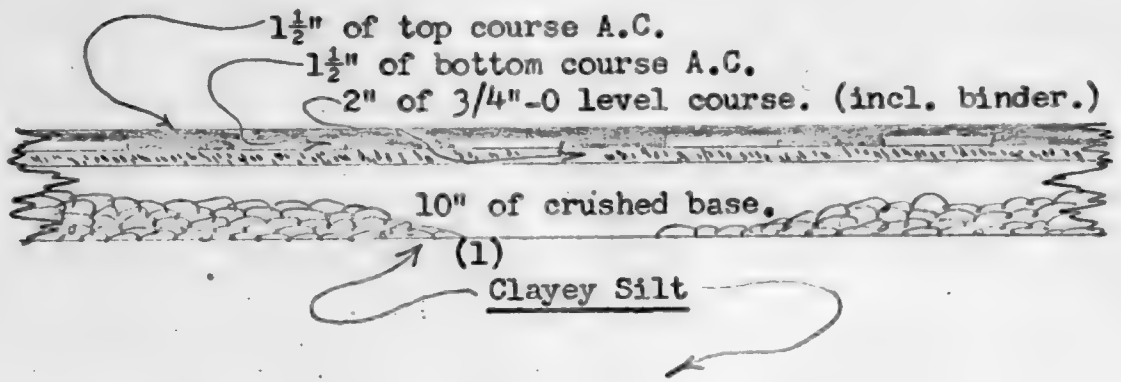
OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section 2nd Ave. Highway City of Powers N. S. County Coos Prefix

Des. Engr. Length of Project Miles. Sta. Spruce St. to Sta. Popular St. Date 1-30-64

RECEIVED FEB 11 1964

TYPICAL SECTIONS Traffic Classif. - MEDIUM



(1)
Typical Soil

31	LL
9	PI
96	% P10
69	% P200
4	% Gravel
4	% C Sand
23	% F Sand
41	% Silt
28	% Clay
12	"R" Value (Corrected)

AASHO CLASSIF. - A-4 (7)

Note:
No Credit allowed for the existing roadway. (See attached pictures.)

Required Base & Wear		Designed Base & Wear		
Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
			3	AC
			2	Level
			10	Cr Base
15			15	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

cc Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division
Chief Locating Engineer
Rural Engineer

Submitted by J. W. Yarbrough Staff Assistant

Recommended by L. F. Kleeber Asst. Construction Engineer

Recommended by L. W. Hansen Engineer of Materials

Approved by [illegible] ASSISTANT Deputy State Highway Engineer

County-City (2)

PAVEMENT TYPE SELECTION

2nd Avenue
City of Powers
Coos County

Principal Factors Governing Selection

1. Traffic Classification: Medium — Present ADT 200 — 1980 ADT 340 — % Heavy Vehicles 10
   (NOTE: Increase classification one step for heavy logging use)(Logging Area)

2. Soils Characteristics: See design chart attached

3. Weather: Frost Penetration _____ Precipitation Annual 65"±

4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: when constructed to present OSHD surfacing thickness standards

5. Cost Comparisons: Not appropriate due to other factors

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil

7. Stage Construction: No problem

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: No problem

10. Stimulation of Competition: Not appropriate

11. Construction Consideration: No problem

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A.C.

13. Traffic Safety: No problem

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:

Due to items 4, 6, and 12, an A.C. wearing surface has been selected.

CITY OF POWERS
P. O. BOX 250
POWERS, OREGON

December 3, 1963

NOTED
V. R JONES

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

State Highway Dept.
H.S. Cox & R.M. Allison
Salem, Oregon

Dear Sirs:

In Reply to your letter of November 26th 1963.

The City of Powers will assume the costs exceeding the $20,000 dollars which the State will furnish for the reconstruciton of Second Street between Poplar and Spruce Streets, with the City to furnish the rock.

The City has sufficient funds to cover this project with the $20,000 help from the State.

NOTED
R. M. ALLISON

Very Truly yours

Lillian Rasa

City Recorder
City of Powers
Powers, Oregon

RECEIVED
DEC 4 1963
ENGINEER
COUNTY & CITY DIVISION

RESOLUTION 5-6-63

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Powers is an incorporated city of the State of Oregon and has a population of 1332 as given by the latest official census; and

WHEREAS, the following streets of said city,

2nd Avenue Running from Poplar Street to Spruce Street.

RECEIVED
MAY 10 1963
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population

in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Powers does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Rube Stevens as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 6th day of May, 1963.

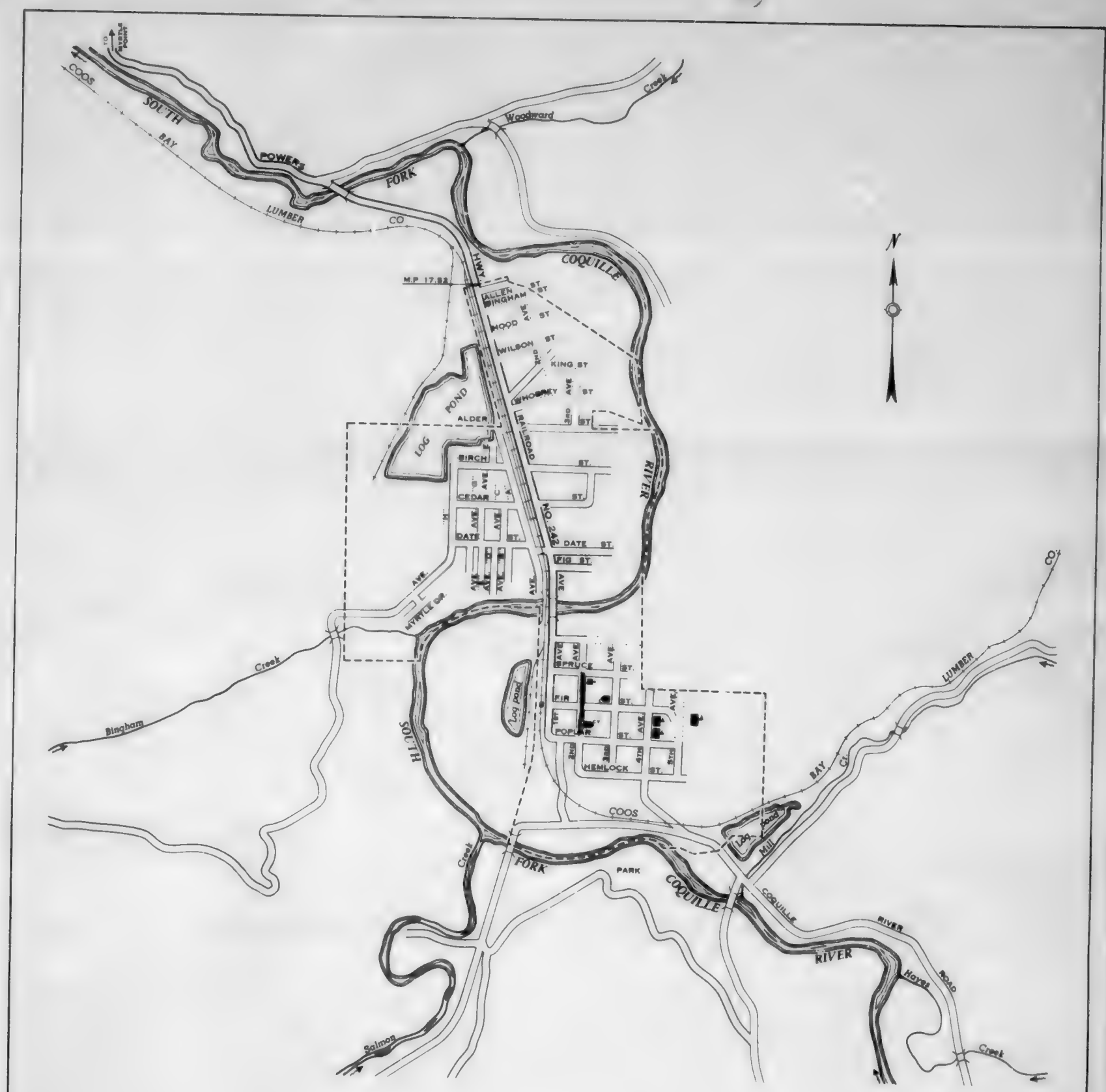
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Powers at a regular or special meeting of said Council, held on the 6th day of May, 1963 and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 6th day of May, 1963.

Lillian Ross
City Recorder



SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CH – City Hall
CT Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.

POWERS

COOS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,318

Scale in Feet

May 1962

S-441(4) Norkenzie Rd. & Gilham Rd. 1964
U'Kings, Belt Line Rd.
#6497

C4R 3701

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (8-64)

HIGHWAY DEPARTMENT INVOICE

NO. 86493

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-13-65	CC 982		520-1010-297

Final 1497
F 9416

Lane County
Courthouse
Eugene, Oregon

Attn: Board of Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Norkenzie Road and Gilham Road Undercrossings. Covered by agreement dated July 3, 1964.			
County advance deposit		28,000.00	
Less amount previously transferred		20,000.00	
			8,000.00
County share construction cost		24,684.81	
Less amount previously transferred		20,000.00	
			4,684.81
To be refunded			3,315.19

RECEIVED
DEC 15
ENGINEER
DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

RECEIVED
APR 27
FOR FILING
(4)
6417

April 27, 1965

Glens Falls Insurance Company
Pacific Coast Department
Cahill Building
350 Sansome Street
San Francisco, California 94104

Gentlemen:

On March 30, 1965, we wrote to you concerning release of final payment on Contract No. 6497 awarded to Ross Bros. Construction Company for two structures on the Norkensie Road Undercrossing and Gilham Road Undercrossing Section of the Belt Line Road (FAS 860) in Lane County.

Final payment on this contract is $11,567.27 and the total contract amount is $124,466.78, including $350.03 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Ross Bros. Construction Co.
359 Apple Blossom Avenue, North
Salem, Oregon

Bourland Insurance Agency
1980 Fairgrounds Road, N E
Salem, Oregon

C H Maison
Attn: John Herr

RECEIVED
MAR 29 1965
FOR FILING

March 26, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed March 17, 1965 on Contract No. 6497. The contract was with Ross Brothers Construction Company and was for work on Norkensie Road and Gilham Road Underpasses on the Belt Line Road, FAS 860 in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 26, 1965, and that you concur in this procedure at the Commission meeting on April 20.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
L. H. Young
Ivan D. Merchant
C. H. Maison
L. R. Chandler

PMS:bjs fn

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM R-2 (REV. 1-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
19-77	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Lane
PROJECT REPORT NO. 4477 4		PROJECT NO. S-441(4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Rd. Jcs. 1 mi. & 1.3 mi. E. Willamette River

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-19-64	0.000
*OTHER (Specify)		

FUNDS	
ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 137,361.00	$ 86,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Stone
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XXX A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer September 22, 1964

Oregon State Highway Department

Federal-Aid Secondary
Project No. S-441(4)

MCKENZIE ROAD AND GILHAM ROAD UNDERCROSSINGS

ON THE BELT LINE ROAD IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 2, 1964

Type Code X761
McKenzie Rd. U'Xing (Br.#932A)(Sta. 236+28.68)(Contract 6497)

Shoring, Cribbing, Etc.	All	Req.		$ 2,000.00
Structural Excavation	400	Cu.yd.	$ 2.50	1,000.00
Structural Excavation Below Elevation Shown	40	Cu.yd.	4.00	160.00
Class "A" Concrete (405 Cu.yd.)	All	Req.		26,404.00
55' to 60' Type III Prestressed Beams	10	Only	900.00	9,000.00
90' to 95' Type III Prestressed Beams	8	Only	1,380.00	11,040.00
Metal Reinforcement (72,600 Lbs.)	All	Req.		8,038.00
Metal Parapet Railing	412	Lin.ft.	6.00	2,472.00
8 inch Metal Drain Pipe	110	Lin.ft.	4.00	440.00
Preparation of Slopes	380	Sq.yd.	1.50	570.00
Concrete Slab Riprap	360	Sq.yd.	8.00	2,880.00
				$ 64,204.00

Type Code X761
Gilham Road U'Xing (Br.#932A)(Sta. 254+87.92)(Contract 6497)

Shoring, Cribbing, Etc.	All	Req.		$ 2,000.00
Structural Excavation	400	Cu.yd.	$ 2.50	1,000.00
Structural Excavation Below Elevation Shown	40	Cu.yd.	4.00	160.00
Class "A" Concrete (382 Cu.yd.)	All	Req.		25,110.00
45' to 50' Type III Prestressed Beams	5	Only	760.00	3,800.00
50' to 55' Type III Prestressed Beams	5	Only	810.00	4,050.00
85' to 90' Type III Prestressed Beams	8	Only	1,350.00	10,800.00
Metal Reinforcement (66,800 Lbs.)	All	Req.		7,374.00

Metal Parapet Railing	376 Lin.ft.	$6.00	$ 2,256.00
6 inch Metal Drain Pipe	210 Lin.ft.	4.00	840.00
Preparation of Slopes	320 Sq.yds.	1.50	480.00
Concrete Slab Riprap	320 Sq.yds.	8.00	2,560.00
			$ 60,630.00

Subtotal.....	$124,874.00
10% Engr. & Cont....	12,487.00
Total.....	$137,361.00

Length of 2 Structures - - - - - - - 0.000 Miles

Federal Funds	$ 86,500.00
State Funds	25,430.50
County Funds	25,430.50
	$137,361.00

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 329, Laws 1939.

Funds For Maint.: Chap. 329, Laws 1939.

RECEIVED
SEP 16 1964
ROOM B-183K BSH 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 15, 1964

Mr. A.W. Parsons
Division Engineer
U.S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Horkensie Rd. & Gilham Rd.
U'Ings
Contract No. 6497
Federal Aid Project No.
S-441(4)

Ross Brothers Construction Company started work on the above project on September 10, 1964.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAH:jm

cc: C.H. Nelson
L.H. Young
J.A. Query
D.D. Parkes

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 82510

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
9-1-64	CC 903		520-1010-297

NOTED
DON HARWELL

- Lane County
- Courthouse
- Eugene, Oregon

Attn: Board of Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			28,000.00
Partial transfer of advance deposit for the Gilham Road and Workamin Road Undercrossings, FAS 860. Covered by agreement dated July 3, 1964.			20,000.00
To be retained			8,000.00

NOTED
R. M. ALLISON

NOTED
R. M. FRANCE

RECEIVED
SEP 4 1964
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

NOTED

LANE COUNTY
DEPARTMENT OF PUBLIC WORKS
HIGHWAY DIVISION
1820 ROOSEVELT BLVD. P.O. BOX 3156
TELEPHONE 343-1671
EUGENE, OREGON

August 26, 1964

H. S. Cox, County & City Engineer
State of Oregon
State Highway Dept.,
Salem 10, Oregon

Attention: Verne R. Jones,
Planning Engineer

Gentlemen:

Enclosed herewith is a warrant in the amount of $28,000.00 which is the County's advance deposit on the construction of Norkenzie Road & Gilham Road undercrossings on FAS 860.

If we may be of further help, please advise.

Very truly yours,

Gerald K. Attig
Director of Public Works

by: John M. Clay
By L.a

John M. Clay
Assistant to the Director

JMC/mb

RECEIVED
AUG 28 1964
ENGINEER
COUNTY & CITY DIVISION

To John Herr
8-27-64
V. J.

NOTED
V. R JONES

NOTE—All claims must state in detail dates of service or dates supplies were furnished, rate per day, month or year, or price per unit. Claims not showing these items will be returned for correction.

August 26, 19

LANE COUNTY, OREGON

TO Oregon State Highway Commission
State Highway Department
ADDRESS Salem 10, Oregon

DR.

DATE			NATURE OF CLAIM	AMOUNT
8	26	64	County advance deposit on Norkenzie Road and Gilham Road undercrossings on FAS 860.	$ 28,000 00

I hereby certify that I have performed the labor or furnished the above } _____

I hereby certify that the above bill is correct } Harold Williams

C70-103-19

Lane
Fair Rd

NOTED
R. H. PRANGE

August 25, 1964

NOTED
H. S. COX

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

NOTED
DON HARWELL

NOTED
P. B. Arensmeier

NOTED
R. M. ALLEN

Gentlemen:

On August 25, a satisfactory bid was received from Ross Brothers Construction Company, Inc., of Salem for constructing the Norkenzie Road and Gilham Road undercrossings on FAS 860. As per the agreement between the State and County, the following advance deposit is required from the County prior to awarding of a contract:

Bid Items	$124,874.00
12½% Engineering & Contingencies	15,609.25
Estimated Total Cost	$140,483.25

County Advance Deposit:
20% of $140,483.25 = $28,166.50 or say $28,000

Please make this advance deposit in the amount of $28,000 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

by

Verne R. Jones
Planning Engineer

VRJ:eb

NOTED
V. R. JONES

cc: G. K. Attig, Director of Public Works
bc: R. N. Chase

Form A-130-

OREGON STATE HIGHWAY DEPARTMENT

Project Authorization and Record of Work Orders

Section Norkenzie Rd. & Gilham Rd. U'Xings
Highway Belt Line Road, FAS 860
County Lane
Kind of Work Structures Bridge No's. 9324 and 9327
Contractor Ross Brothers Construction Co., 359 Apple Blossom Avenue N. Salem, Oregon
Specified Work Days 90 Workdays

Contract No. 6497 (Br)
F. A. Project No. S-441(4)
Job Prefix 520-1010
Date of Award August 28, 1964
Division Engineer L.R. Chandler
Resident Engineer Ellis Jones

CONSTRUCTION AUTHORIZATION

Contract amount	$124,874.00
Additional anticipated items:	
NONE	$
Subtotal	$124,874.00
Contingencies (4½%)	5,619.33
Construction Engineering (8%)	9,989.92
Subtotal	$140,483.25
Credit for maintenance rock	
Total original construction authorization	$140,483.25

RECEIVED
AUG 31 1964
ENGINEER
COUNTY & CITY DIVISION

FAS 860
Lane Co

Authorization increases, approved by Commission:	
	$
Total present construction authorization	$

RECORD OF WORK ORDERS

Date Order Received	Date of Order	Kind of Order	Number of Order	Net Amount	Date Distributed to Field	REMARKS

(Continued on reverse side)

State Printing

NO.	ITEM AND QUANTITY	UNIT	UNIT PRICE	AMOUNT
	BRIDGE NO 9324 NORKENZIE RD			
	UXING			
001	SHORING CRIBBING ETC	1.000 LUMP SUM	2,000.0000	2,000.00
002	STRUCTURAL EXCAVATION	400.000 CU YDS	2.5000	1,000.00
003	STRUCTURAL EXC BELOW ELEV SHOWN	40.000 CU YDS	4.0000	160.00
004	CLASS A CONCRETE	1.000 LUMP SUM	26,484.0000	26,484.00
005	55FT TO 60FT TYPE III PRESTR BEAMS	10.000 ONLY	900.0000	9,000.00
006	90FT TO 95FT TYPE III PRESTR BEAMS	8.000 ONLY	1,380.0000	11,040.00
007	METAL REINFORCEMENT	1.000 LUMP SUM	8,038.0000	8,038.00
008	METAL PARAPET RAILING	412.000 LIN FT	6.0000	2,472.00
009	8-INCH METAL DRAIN PIPE	110.000 LIN FT	4.0000	440.00
010	PREPARATION OF SLOPES	380.000 SQ YDS	1.5000	570.00
011	CONCRETE SLAB RIPRAP	380.000 SQ YDS	8.0000	3,040.00
	BRIDGE NO 9327 GILHAM RD UXING			
012	SHORING CRIBBING ETC	1.000 LUMP SUM	2,000.0000	2,000.00
013	STRUCTURAL EXCAVATION	400.000 CU YDS	2.5000	1,000.00
014	STRUCTURAL EXC BELOW ELEV SHOWN	40.000 CU YDS	4.0000	160.00
015	CLASS A CONCRETE	1.000 LUMP SUM	25,110.0000	25,110.00
016	45FT TO 50FT TYPE III PRESTR BEAMS	5.000 ONLY	760.0000	3,800.00
017	50FT TO 55FT TYPE III PRESTR BEAMS	5.000 ONLY	810.0000	4,050.00
018	85FT TO 90FT TYPE III PRESTR BEAMS	8.000 ONLY	1,350.0000	10,800.00

NO.	ITEM AND	QUANTITY	UNIT	UNIT PRICE	AMOUNT
019	METAL REINFORCEMENT	1.000	LUMP SUM	7,574.0000	7,574.00
020	METAL PARAPET RAILING	376.000	LIN FT	6.0000	2,256.00
021	8-INCH METAL DRAIN PIPE	210.000	LIN FT	4.0000	840.00
022	PREPARATION OF SLOPES	320.000	SQ YDS	1.5000	480.00
023	CONCRETE SLAB RIPRAP	320.000	SQ YDS	8.0000	2,560.00
	ROSS BROS CONSTRUCTION CO SALEM				124,874.00

RECEIVED
NOV 2 - 1964
FOR FILING

6497

August 28, 1964

Ross Bros. Construction Company
359 Apple Blossom Avenue North
Salem, Oregon

Gentlemen:

The State Highway Commission on August 27, 1964, accepted your proposal for the Norkenzie Road and Gilham Road Undercrossings on Belt Line Road in Lane County for the sum of $124,874.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6497.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

Lane
Fas 860

COMMISSIONERS:
HERMAN P. NEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

August 10, 1964

NOTED
DON HARWELL

NOTED
R. H. PRANGE

NOTED
F. A. Nemmers

Mr. G. K. Attig, Director
Department of Public Works
Lane County
1820 Roosevelt Boulevard
Eugene, Oregon

Attention Mr. C. M. Brewer

Dear Mr. Attig:

We have reviewed the plans submitted to us by letter dated July 29, 1964, regarding the Norkenzie Road and Gilham Road overcrossings project, F.A.S. 860.

There are no streams involved in the construction of these overcrossings, hence, we have no official interest in the project.

We appreciated having this work brought to our attention.

Sincerely,

Robert W. Schoning

ROBERT W. SCHONING
STATE FISHERIES DIRECTOR

cc R. Koski, Oregon Game Commission

Copies to Gilham
8-17-62
V.J.

RECEIVED
AUG 13 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
V. R. JONES

PUBLIC WORKS DEPARTMENT
RECEIVED 8-11-64

TO		NOTE
	DIRECTOR	
	ENGINEER	
	ADM SUPER.	
	BRIDGE SUPER.	
	ASSIST TO DIRECTOR	V
	OFFICE MGR.	
	SURVEYOR	
	WEIGHMASTER	
	FILE	

RECEIVED
JUL 7 1964
FOR FILING

MISC. CONTRACTS and
AGREEMENTS NO.

Salem, Oregon
July 6, 1964

FAS-C Finance Agreement
Norkenzie & Gilham Rd. Undercrossings
of Belt Line Road
FAS 860, Lane County

Mr. H.S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Office Engineer

Attached is a partially signed copy of FAS-C Finance Agreement with Lane County covering the Norkenzie & Gilham Road Undercrossings of Belt Line Road on FAS 860 in Lane County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Board of County Commissioners, Lane County.

Secretary

rn
Attach: 1

LANE COUNTY
DEPARTMENT OF PUBLIC WORKS
HIGHWAY DIVISION
1820 ROOSEVELT BLVD. P.O. BOX 3156
TELEPHONE 343-1671
EUGENE, OREGON

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

June 25, 1964

RECEIVED
JUN 29
ENGINEER
COUNTY & CITY

Oregon State Highway Dept.,
County-City Division
Salem, Oregon

Attention: Mr. H. S. Cox

NOTED
R. M. ALLISON

Dear Sir:

Relative to the Gilham Road overcrossing, the Lane County Department of Public Works hereby requests a design change as follows, to-wit:

In lieu of the planned 7'-0" sidewalk section along the westerly side of the structure, it has become necessary to provide two (2) 5'-0" sidewalks, one on either side of the proposed structure.

I would appreciate your early consideration of this matter and hope it will not seriously inconvenience the department or effect any radical change in the timing of the bid letting.

Please advise relative to this request.

Br. Dept Notified.

Yours very truly,

Gerald K. Attig
Director of Public Works

cc Ivan Merchant
Ellis Jones

JKA/mb

NOTED
V. R JONES

Jap 860

MEMO TO J. W. NASH - Belt Line Undercrossings of Norkenzie and Gilham County Roads. Date: June 1, 1964

FAS 860, LANE COUNTY

NOTED
P. B. A...der NOTED
B. M. ALLISON

TERMINI: Undercrossing structures on two county roads adjacent to the north city limits of Eugene.

PROPOSED WORK: Construct two reinforced concrete undercrossing structures to carry two county roads over FAS 860.

NOTED

PROJECT LENGTH: 0.075 miles

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$140,000	$84,000	$28,000	$28,000	(County)

EXISTING FACILITIES: Intersections at grade.

NOTED
R. H. PRANGE

ADJACENT SECTIONS:

[redacted]/EAST END: (On FAS 860) 2-12' lanes with 10' shoulders on presently constructed section. Future construction will have 4-12' lanes with a 16' median and 10' shoulders.

[redacted]/WEST END: Same as east end.

PROJECT DATA: Construct a reinforced concrete deck girder structure at Gilham Road 188' long, 30' wide and with 1-7' sidewalk. Construct a reinforced concrete deck girder structure at Norkenzie Road, 206' long with a 30' roadway and 2-5' sidewalks. Approaches will be graded and surfaced by the County.

RIGHT OF WAY: Minimum 100'
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: No exceptions

SYSTEM ACTION: None
PUBLIC HEARING: None

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: See Sh41(1)

VRJ:eb

NOTED
V. R. JONES

FORM E-30 50M 8-62 40607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 25, 1964

SUBJECT: Belt Line Road Undercrossing of Norkenzie Road Bridge No. 9324

To: Mr. H. S. Cox
County/City Engineer
O F F I C E

L

NOTED
DON HARWELL

Attached are three prints each of Drawing Nos. 19752 and 19701, the preliminary plan and elevation drawing and vicinity map for the undercrossing of Norkenzie Road.

Will you please transmit two copies each of the above drawings to Lane County with the request that they return one set of prints with their approval and/or comments.

The estimated cost of the proposed structure is $72,000.

At the present time it is planned to found the end bents of both the Gillham Road and Norkenzie Road structures on spread footings set in the field.

Will you please have Lane County indicate the type of fill material to be used and the date on which fills may be expected to be in place.

Copy to Attia with Drawings
MAT

Theo. C. Roake
Assistant Bridge Engineer

WJH/mm
Attached

RECEIVED
MAR 26 1964
ENGINEER
COUNTY & CITY DIVISION

FORM E-30 50M 2-63 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 18, 1964

SUBJECT: Belt Line Road U'Xing of
Gillham Road-County Road No. 01-2
Lane County
Bridge No. 9327

To:
Mr. Si: Cox
County-City Engineer
O F F I C E

NOTED
DON HARWELL

Attached are three prints each of Drawing Nos. 19683 and 19709 which are the vicinity map and the preliminary plan and elevation for the subject undercrossings.

Will you please send two copies each of these drawings to the Lane County officials requesting that they return one set of prints to us with their approval and/or comments noted thereon.

It is estimated that the cost of the subject structure will be $65,000.

We are at the present working on the preliminary plan and elevation of the Norkenzie Road structure, and will have that for their approval soon.

Theo. C. Roake
Assistant Bridge Engineer

TCR/mm

Attached

RECEIVED
MAR 19 1964
ENGINEER
COUNTY & CITY DIVISION

LANE COUNTY
PROPOSED PROJECT (1965 Funds)

FAS 860, Belt Line Undercrossing of Gilham Road, $90,000.

The county proposes to develop the Belt Line Road north of Eugene into a freeway with limited access. This structure will carry a county road over the presently constructed two-lane facility and will also be designed to span the future two lanes, median and shoulder areas. The structure is to have a clear width of 30' and a 7' sidewalk. The county requests that the project be contracted in June, 1964.

Comm approved
3-12-64

64-b
2/14/64

330-1722 West Birch Cr. Br., Cedar St. 1964
in Pilot Rock

#6498

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 85770

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-1-5	[illegible]		330-1722-295

NOTED
H. S. COX

- City of Pilot Rock
- City Hall
- Pilot Rock, Oregon

Attn: Mrs R. Conn, City Recorder

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

NOTED
DON HARWELL

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
NOTED P. Z. A. [illegible]			
Advance Deposit			,5[illegible].00
Final Billing: Special City Allotment project on Cedar Street (West Birch Creek Bridge), Contract [illegible]. Covered by agreement dated January 30, 1964 (signed by Sec'y 1/31/64).			
As per attached statement:			
Final cost		2[illegible],831.09	
Agreed State share		20,000.00	
Agreed City Share			9,831.09
Balance Due			1,331.09

RECEIVED
OCT - 4 [illegible]
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request $----------

By ----------

SCA

OREGON STATE HIGHWAY DEPARTMENT

Date 9/30/65

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Contract # 6498 Prefix 330-1722 Survey Prefix 330-1461

Street Cedar Street (West Birch Creek Bridge)

City Pilot Rock

Payments to Contractor ...(see attached voucher).....	$ 23,237.63
Engineering and Contingencies.....	3,540.49
Survey.....	3,052.97
TOTAL.....	$ 29,831.09
Agreed State Share	20,000.00
Agreed City Share	$ 9,831.09
City Advance Deposit	$ 8,500.00
BALANCE DUE FROM CITY	$ 1,331.09

Reference: Outside Billing cc-960

RU:[redacted]
9/30/65

RU:mm

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63) ℗•

COUNTY	CONTRACT NO.	ESTIMATE NO.
UMATILLA	6498	6 Fin

HIGHWAY	FEDERAL AID PROJECT NO.
CEDAR STREET-CITY OF PILOT ROCK	

SECTION
WEST BIRCH CREEK BRIDGE

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE
001	SHORING CRIBBING ETC	LUMP SUM	2,000.0000	1.00
002	STRUCTURAL EXCAVATION	CU YDS	10.0000	245.60
003	STRUCTURAL EXC BELOW ELEV SHOWN	CU YDS	10.0000	32.10
004	CLASS A CONCRETE	LUMP SUM	11,400.0000	1.00
005	METAL REINFORCEMENT	LUMP SUM	5,300.0000	1.00
006	METAL PARAPET RAILING	LIN FT	9.0000	155.80
007	8-INCH METAL DRAIN PIPE	LIN FT	5.0000	30.00
004J	CLASS A CONCRETE ADJUSTMT	C Y	60.0000	2.60
05J	METAL REINFORCEMENT ADJUST	LB	.1165	450.00

DATE
05/12/65 6498

PREVIOUS VOUCHER NO.
22335

CHECKED BY:
CP/vh

ENGINEER OR AUDITOR
D. W. Gallaher

TOTAL CONTRACT ITEMS

% RETAINED ON CONTRACT ITEMS

FORCE ACCOUNT

TOTAL PAYMENTS

	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
	6498	6 XFinal	330-1722-201 (41) 406.00 Dr. 330-1722-204 (41) 1,145.20 Dr.
TY OF PILOT ROCK	FEDERAL AID PROJECT NO.		
K BRIDGE			

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
LUMP SUM	2,000.0000	1.000	2,000.00	1,800.00	200.00
CU YDS	10.0000	245.600	2,456.00	2,400.00	56.00
U YDS	10.0000	32.100	321.00	321.00	
LUMP SUM	11,400.0000	1.000	11,400.00	11,400.00	
LUMP SUM	5,300.0000	1.000	5,300.00	5,300.00	
LIN FT	9.0000	155.800	1,402.20	1,402.20	
LIN FT	5.0000	30.000	150.00		150.00
C Y	60.0000	2.600	156.00	156.00	
LB	.1165	450.000	52.43	52.43	
TOTAL CONTRACT ITEMS			23,237.63	22,831.63	406.00
% RETAINED ON CONTRACT ITEMS				1,145.20	1,145.20
FORCE ACCOUNT					
TOTAL PAYMENTS			23,237.63	21,686.43	1,551.20

MAY 18 1965
PORTLAND
6478

May 18, 1965

Oregon Automobile Insurance Company
501 Equitable Building
Portland 4, Oregon

Gentlemen:

On May 6, 1965, we wrote to you concerning release of final payment on Contract No. 6498 awarded to George E. Berry for construction of the West Birch Creek Bridge on Cedar Street in Pilot Rock in Umatilla County.

Final payment on this contract is $1,551.20 and the total contract amount is $23,237.63. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

flm

cc Mr. George E. Berry
P. O. Box 311
Beaverton, Oregon

Leonard Adams Insurance
11470 S. W. Canyon Road
Beaverton, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
MAY 5, 1965
FOR FILING

May 5, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed March 24, 1965, on Contract No. 6498. The contract was with George E. Darry, Inc. and was for work on the West Birch Creek Bridge on Cedar Street in the city of Pilot Rock in Umatilla County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 5, 1965, and that you concur in this procedure at the Commission meeting on June 1.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan D. Merchant
L. H. Young
C. H. Maison
A. F. Parson

TE:bg

FORM E-123X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

Pilot Rock
4
Cc + cy

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
~~xxxxxx~~
Rufus

NOTED
H. S. COX

NOTED
DON HARWELL

April 13, 1965

City of Pilot Rock
Pilot Rock, Oregon

Attn. Mr. Joe Tolar (councilman)

Re. West Birch Creek Bridge
Contract No. 6498, Prefix
330-1722, Bridge No. 10562A
Cedar Street - City of Pilot
Rock

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

Dear Sir:

Your letter of April 7, 1965 has been received and this note will answer, and discuss your questions.

The city is most generous in offering to install this 8 inch corregated metal pipe. However, to clear payment of the bid price for this item it will be necessary for the City of Pilot Rock to bill our contractor for the cost of installing the pipe. This is required, due to a contract provision that stipulated the bid price per linear foot covers "furnishing, hauling, and placing of the pipe complete with coupling bands, excavation and backfilling of trench and all other work and expense incidental to the complete installation of the pipe". Please assure this office, in a letter, that George E. Berry Post Office 311 - Beaverton, Oregon will be billed for the full cost of installing the subject pipe (30 linear feet).

Note

A breakdown of costs encurred in construction of the subject bridge, may be obtained from the Salem office of the Highway Department, County and City Relations Division. Please allow sufficient time for the final estimate to be processed, before requesting an accounting of project expenditures.

As to your request for the State to investigate the possibility of widening of the East Birch Creek Bridge on West Main Steet - please contact Mr. H. S. Cox, County and City Engineer - State Highway Department, Salem. Mr. Cox also, may answer your question on using State Tax Street Funds, to widen this structure.

It is hoped these remarks will be of help and I am certain it is recognised that the suggested letter from the City, will be greatly appreciated.

NOTED
W. P. KIRKPATRICK

cc: Mr. I. D. Merchant
Mr. H. S. Cox
Mr. A. F. Parsen

RECEIVED
APR 15 1965
ENGINEER
COUNTY & CITY DIVISION

very truly yours,

D. W. Gallaher
Resident Bridge Engineer

RECEIVED
SEP 17 1964
FOR FILING

FORM E-20X—50M—7-64 SP 6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 15, 1964

SUBJECT:

To: Mr. D.B. Parkes
Office Engineering

DEPARTMENT

George Berry started work on Contract No. 6498 West Birch Creek bridge construction on Cedar Street in the City of Pilot Rock, Umatilla County on September 14, 1964.

Ivan D. Merchant
Bridge Engineer

CAG:jm

cc: Floyd Query

NOTED
C. W. HEAD

September 2, 1964

Mr. Bud E. Coon
City Recorder
City Hall
Pilot Rock, Oregon

NOTED
R. M. ALLISON

NOTED
DON HARWELL

Dear Mr. Coon:

Receipt of a check for $8,500 from the City of Pilot Rock is acknowledged. This money is to cover the cost of the Birch Creek Bridge on Cedar Street over and above the $20,000 allocated under the Special City Allotment fund.

You will be furnished an itemized account of the costs when the project is finalled.

Very truly yours,

H. S. Cox
County and City Engineer

By

R. M. Allison
Field Engineer

RMA:mm

RECEIVED
SEP 2 1964
ENGINEER
COUNTY & CITY DIVISION

CITY OF PILOT ROCK

PILOT ROCK, OREGON 97868

P.O. Box 130

NOTED
R. M. ALLISON

1 Sept 64

Mr. H. S. Cox
County And City Engineer
Oregon State Highway Dept.

Dear Mr. Cox:

The City of Pilot Rock at its regular Council Meeting, authorized the City Recorder to issue a check to the Oregon State Highway Commission in the amount of $8,500.00. This is to be the City's share for the construction of a new Cedar Street bridge, as per agreement with the Highway Commission.

At the completion of the project, the City Council would appreciate a detailed expenditure list as to the distribution of the City's monies.

At this time, the City Council wishes to thank you and your organization for all the time and effort that made this project possible.

Yours Truly
CITY COUNCIL OF PILOT ROCK
by
Bud E. Coon
Bud E. Coon
City Recorder

Incl; Check in amount of $8,500.00

RECEIVED
NOV 2 - 1964
FOR FILING

6498

September 2, 1964

Mr. George E. Berry
P. O. Box 111
Beaverton, Oregon

Dear Mr. Berry:

The State Highway Commission on August 27 accepted your proposal for construction of West Birch Creek Bridge on Cedar Street in Pilot Rock, Umatilla County, for the sum of $22,984 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6498.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fhn
cc Pac. Bldr. & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn.
Daily Journal of Commerce, Portland, Ore.

Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

1964 spaw
Pilot Rock

Form A-128

OREGON STATE HIGHWAY DEPARTMENT

Project Authorization and Record of Work Orders

Section West Birch Creek Bridge Bridge No. 10562A
Highway Cedar Street - City of Pilot Rock
County Umatilla
Kind of Work Bridge Construction
Contractor George E. Berry, P. O. Box 311, Beaverton, Oregon
Specified Work Days 80

Contract No. 6498 (Br)
F. A. Project No. State Project
Job Prefix 330-1722
Date of Award September 2, 1964
Division Engineer A.F. Parson
Resident Engineer Donald Gallaher

CONSTRUCTION AUTHORIZATION

Contract amount	$ 22,904.00
Additional anticipated items:	$
NONE	
Subtotal	$ 22,904.00
Contingencies (4½%)	1,030.68
Construction Engineering (8%)	1,832.32
Subtotal	$ 25,767.00
Credit for maintenance rock	
Total original construction authorization	$ 25,767.00

Authorization increases, approved by Commission:

	$
Total present construction authorization	$

RECORD OF WORK ORDERS

Date Order Received	Date of Order	Kind of Order	Number of Order	Net Amount	Date Distributed to Field	REMARKS

State Printing

(Continued on reverse side)

Pilot Rock
1964 Speed

NOTED
R. M. A...

NOTED
U.S.C...

NOTED
R. H. PRANGE

August 26, 1964

NOTED
DON HARWELL

Mr. Bud E. Coon
City Recorder
City Hall
Pilot Rock, Oregon

NOTED
P. E. Archibald

Dear Mr. Coon:

On August 25, the State Highway Commission opened bids on the Special City Allotment project on Cedar Street Bridge over West Birch Creek in Pilot Rock. The low bid was submitted by George E. Berry of Beaverton, Oregon, and the anticipated cost based on the bid is as follows:

Contractor's bid	$22,904.00
12-1/2% engineering & contingencies	2,863.00
Preliminary engineering	2,550.00
Anticipated total cost.....	$28,317.00

As per the agreement executed between City and State, City is to pay all costs in excess of $20,000. As the contract cannot be awarded until City has deposited its share of the cost, will you at your very earliest convenience please forward to this office a check in the amount of $8,500 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

By

R. M. Allison
Field Engineer

RMA:mm

NOTED
V. R. JONES

RECEIVED
AUG 24 1964
FOR FILING

320-1922
1-19-65

Salem, Oregon
August 18, 1964

$250,000 Fund Project
West Birch Creek (Cedar Street) Bridge
City of Pilot Rock

Mr. H.S. Cox
County & City Engineer
Office

Attention: Mr. R.M. Allison,
Field Engineer

Attached is a partially signed copy of an agreement with the City of Pilot Rock covering the above subject.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Pilot Rock, Oregon.

Secretary

rn
Attach: 1

RECEIVED
FEB 24 1964
FOR FILING

2-20-64

Prefix No. 330-1461

LOCATION PROSPECTUS
CEDAR STREET BRIDGE SECTION
CITY OF PILOT ROCK
UMATILLA COUNTY

STREET: Cedar Street Bridge replacement, City of Pilot Rock. Not on State or Federal -aid Highway Systems.

TERMINI: Bridge over West Birch Creek on Cedar Street.

LENGTH: Approximately 250 feet.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for bridge replacement and approach construction. Soils and foundation explorations will be conducted. This project is to be constructed with 1964 Special City Allotment Funds.

TYPICAL SECTION: Tentative design for bridge approaches will be two 11-foot lanes with 4-foot shoulders.

BASE DESIGN: Approved base design for bridge approach construction is:

Wearing Surface	1-1/4" 0-11
Top Course Base	2 " Leveling
Bottom Course Base	17 " Coarse Base
Total Depth	20-1/4"

BRIDGE: 28-foot horizontal clearance with a 5-foot sidewalk on the west side. The existing structure is to be removed. A detour will not be required during construction.

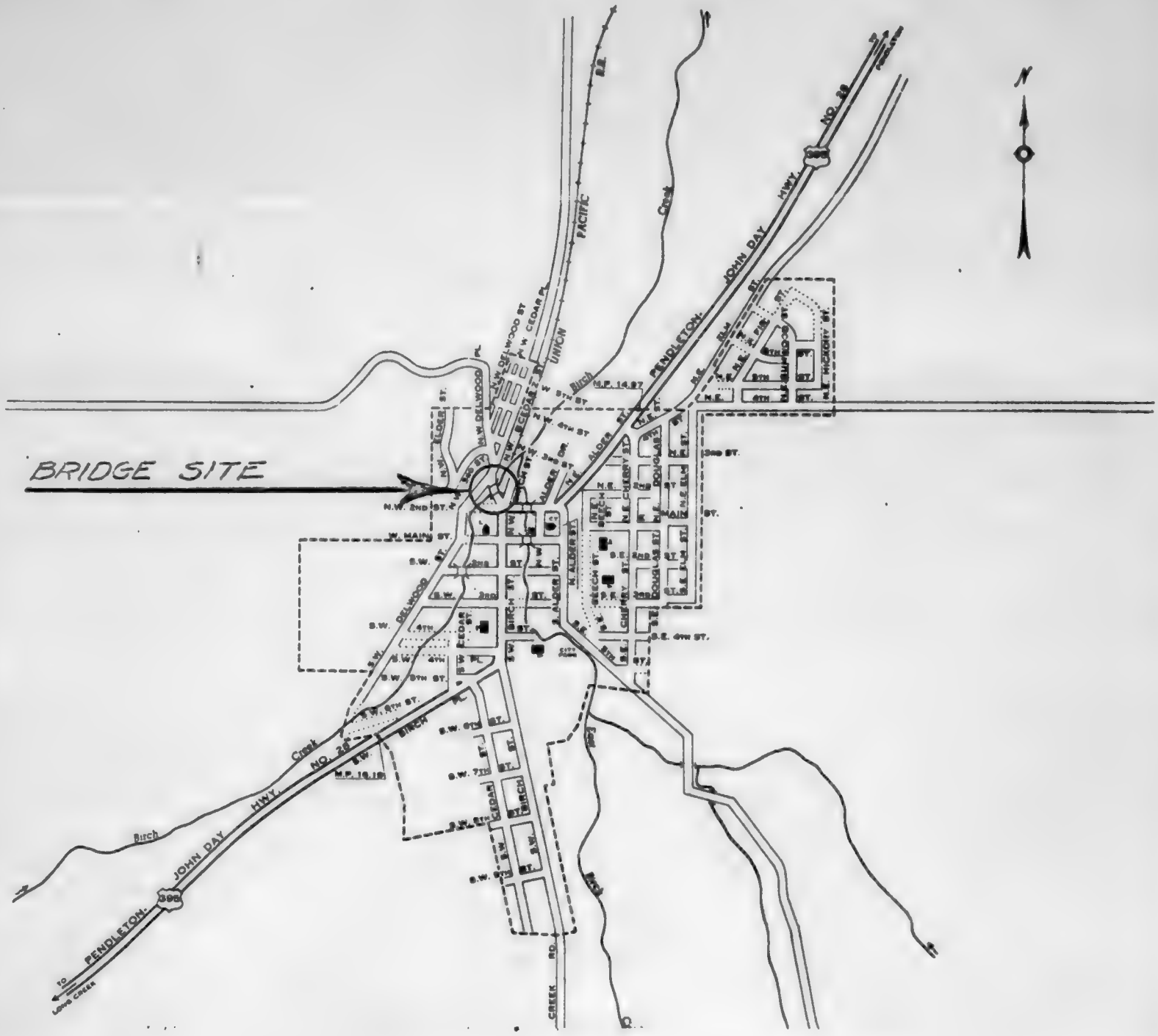
ADDITIONAL FACILITIES: The City of Pilot Rock will make all adjustments for utilities affected. There are no railroad crossings.

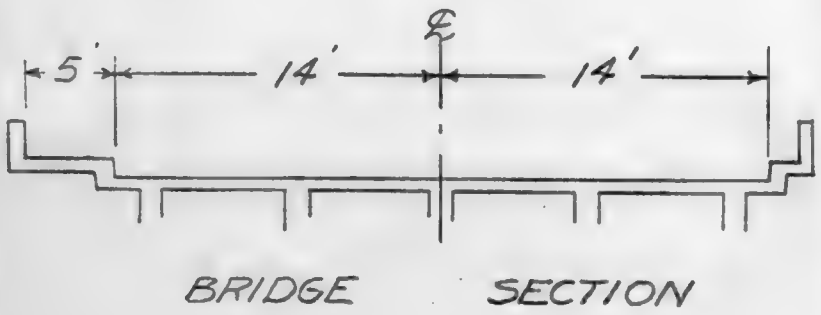
AGREEMENTS: Routine negotiations for a Special City Allotment project.

NOTED
FOREST SUPERVISOR

February 20, 1964
Attachment
cc: Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parsons (3)
Mark Astrup
H. S. Cox
F. B. Crandall
I. A. DeFrance
Frank Hall
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
Robert L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

NOTED
R. L. PORTER





BRIDGE SECTION

PROSPECTUS MAP
CEDAR STREET BRIDGE
CITY OF PILOT ROCK

UMATILLA COUNTY

Scale 1" = 1600'

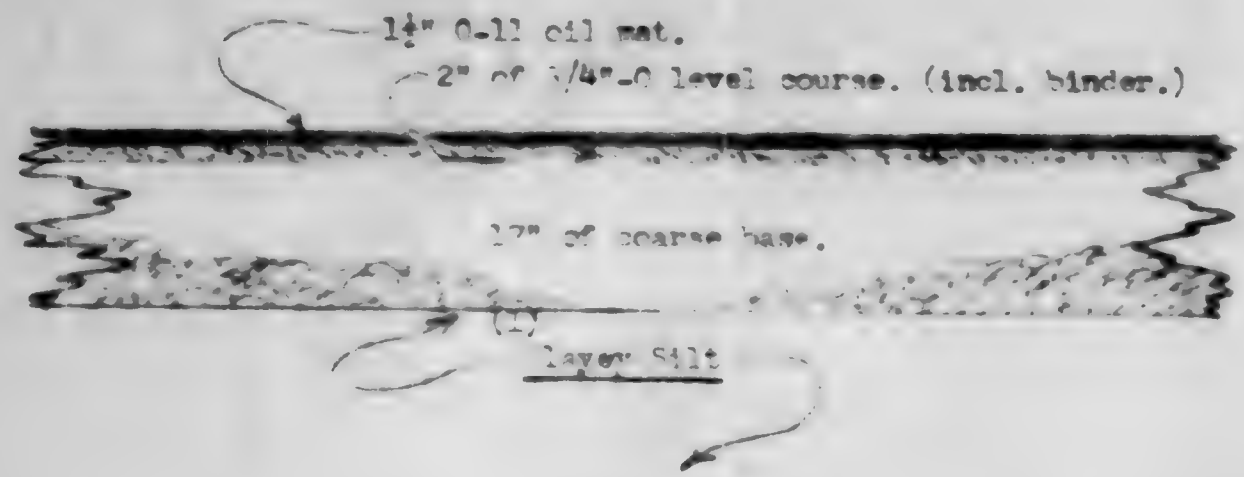
1964

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Birch Creek Structure — Highway City of Pilot Rock — County Umatilla

Length of Project ____ Miles. Sta. ____ to Sta. ____

Frost Penetration - 20"-30" — TYPICAL SECTIONS Traffic Classif. - HEAVY (LOGGING AREA)



Nominal Mix

[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	¾ Pit
[illegible]	¾ Base
[illegible]	¾ Gravel
[illegible]	¾ Sand
[illegible]	¾ Sand
[illegible]	¾ Silt
[illegible]	¾ Clay
[illegible]	Sand Value (Corrected)

Traffic - Light (A)

	Required Base & Mat.	Decrease Pass	Decrease Rate	
			1½	O-11
			2	Level
			12	Base
20±			20±	

FOR FILING

RECEIVED
FEB 21 1964

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Material source to be determined by the Engineer.											

Chief, State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Traffic Engineer Division
Bridge Engineer
Local Engineer

Submitted by [signature] Soils Assistant

Recommended by [signature] Asst Construction Engineer

Recommended by [signature]

Approved by [signature] Engineer of Materials
for State Highway Engineer

APPROVED
LLOYD P. SHAW

County-City (2)

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. **Traffic Classification:** HEAVY — Present ADT 2500 — 19~~88~~ ADT 4000 — % Heavy Vehicles 10
   (NOTE: Increase classification one step for heavy logging use)(Logging Area)

2. **Soils Characteristics:** See design chart attached

3. **Weather:** Frost Penetration 28"-30" — Annual ~~Rainfall~~ Precipitation 14¼"±

4. **Performance of Similar Pavements in Area:** Good X — Fair ____ — Poor ____
   Remarks: when constructed to present OSHD surfacing thickness standards

5. **Cost Comparisons:** Not appropriate due to other factors

Secondary Factors Governing Selection

6. **Adjacent Existing Pavements:** A.C. or Oil

7. **Stage Construction:** No problem

8. **Depressed, Surface, or Elevated Design:** Surface

9. **Conservation of Aggregates:** No problem

10. **Stimulation of Competition:** Not appropriate

11. **Construction Consideration:** No problem

12. **Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry:** City prefers an O-11 oil mat

13. **Traffic Safety:** No problem

14. **Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes:** No problem

CONCLUSION AND REMARKS:

Due to items 4, 6, and 12, an O-11 oil mat has been selected.

1964
open

NOTED
H. S. COX

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

January 31, 1964

Mrs. Eva Lou Durham
City Recorder
City Hall
Pilot Rock, Oregon

Dear Mrs. Durham:

On January 30, 1964, the State Highway Commission approved your request for a cooperative project to reconstruct the Cedar Street Bridge across West Birch Creek under the provisions of ORS 366.805.

The project was approved on the basis of the City paying all costs in excess of $20,000. The project will be contracted during the summer of 1964.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

RMA:mm

NOTED
H. S. COX

NOTED
DON HARWELL

December 31, 1963

Mr. Bud E. Coon
Councilman
City Hall
Pilot Rock, Oregon

NOTED
P. B. Arensmeier

NOTED

NOTED
R. H. PRANGE

Dear Mr. Coon:

Reference: Your letter of December 23, 1963, concerning the proposed bridge over West Birch Creek in Pilot Rock.

Please be assured that the Highway Department will keep the cost of this structure as low as possible consistent with adequate design and good engineering practices.

It is felt that county aid should be solicited by the city; however, the highway department will offer such liaison as is deemed appropriate.

You will be kept informed of the progress of this proposed project.

Very truly yours,

H. S. Cox
County and City Engineer

By NOTED
R. M. ALLISON

R. M. Allison
Field Engineer

RMA:mm

CITY OF PILOT ROCK

EDNA OLIVER, RECORDER

PILOT ROCK, OREGON

December 23, 1963

NOTED
DON HARWELL

State of Oregon
State Highway Department
Salem, Oregon 97310

Att: R. M. Allison

Dear Mr. Allison:

In answer to your letter to Mrs. Durham, City Recorder, dated November 26, 1963.

The City Council wishes to proceed with the bridge project and is willing to pay costs in excess of $20,000.00.

However, as you well know, we are working on a limited budget and would appreciate any suggestions from your department that might help us keep the expense in excess of $20,000.00 down.

Perhaps an agreement with the County to use their equipment to build approaches might save the City some money.

Would like to hear from you as to any new developments.

Very truly yours,

CITY OF PILOT ROCK

Bud E. Coon

Bud E. Coon
Councilman

NOTED
H. S. COX

RECEIVED
DEC 26 1963
ENGINEER
COUNTY & CITY DIVISION

CITY OF PILOT ROCK

EDNA OLIVER, RECORDER

PILOT ROCK, OREGON

November 15,1963

RECEIVED
NOV 21 1963
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

NOTED
R. M. ALLISON

State of Oregon
Highway Department
Salem 10, Oregon,

Att: R. M. Allison

Dear Sirs:

The City of Pilot Rock will accept the offer made by phone to Mrs. Edna N. Oliver in regards to the West Birch Creek Bridge and agrees to pay $7,000.00 on this project.

Very truly yours,

CITY OF PILOT ROCK

Eva Lou Durham

(Mrs.) Eva Lou Durham
Recorder

NOTED
P. B. Arensmeier

FORM E-20 SOM 3-62 69007

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 29, 1963

RECEIVED
OCT 30 1963
ENGINEER
COUNTY & CITY DIVISION

SUBJECT: Special
City Allotment
City of Pilot Rock
Birch Creek Bridge on N. W. Cedar St.

To:
Mr. S. H. Cox
County/City Engineer
O F F I C E

Attention: Mr. R. M. Allison

NOTED

NOTED
R. M. ALLISON

By letter of July 31 you requested the Bridge Division to make an inspection of the subject bridge in Pilot Rock.

I am attaching a copy of a report to me from Mr. L. R. Allen regarding an inspection that he made recently of the structure.

From Mr. Allen's comments I would believe that the bridge should be replaced.

Mr. Allison has been given an estimate of $27,000 for a new 80-foot structure with 26-foot roadway and a five-foot sidewalk on one side.

Please advise if there is anything further that we can do in this matter.

Ivan D. Merchant
Bridge Engineer

IDM/mm

Attached

NOTED

FORM E-30 SOM 2-59 49907

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 22, 1963

SUBJECT: Birch Creek Bridge on
Northwest Cedar Street
City of Pilot Rock

To: Mr. Ivan D. Merchant
Bridge Engineer

O F F I C E

L

Reference is made to the letter of July 31, 1963, from County-City relations requesting an inspection of the above bridge.

I made an inspection of this bridge on September 10, 1963. I can find plenty to criticize but generally this bridge would appear to be in pretty good condition as regards to sound stringers. Nowhere did I find evidence of rot by use of the punch end of my rock hammer.

Everything except the piling was untreated. Deck planks appear to be generally o.k., however at the low end of bent 4 (end bent toward city) I observed that the 1st deck plank over the cap had broken thru and the 2nd plank didn't look too good. Many of the deck planks looked bad on the low end of the bridge between the two outside stringers.

Bent 3 cap was badly split and twisted over the 2nd pile and was blocked up on the two center piles. However, it must have been placed that way as the piles had been cut off to accommodate the twist.

The bent 1 bulkhead is inadequate to retain the fill properly. This timber bulkhead is exposed for eight or nine feet in height and the right pile is gone and has been replaced by a 6 x 12 timber. The left wing wall is tilting in at the top and auxiliary planks have been placed in a make shift fashion to help retain the fill at the edge of the shoulder.

The driven piling were treated and looked o.k. However there were only four per bent and I would question this. Mr. Allison of County-City told me that borings by Larry Smitton on these piling showed the interiors to be badly decayed.

A complete set of borings should be made to verify the condition of this bridge. It would seem that with some repairs to the decking and reposting at the bents that this bridge could be made to last several more questionable years.

However, due to its many inadequacies such as the repairs required for the deck system, bad piling, bad cap at bent 3, bent 1 bulkhead being inadequate and in need of replacement or reinforcement or both (actually the bridge needs to be lengthened so that this bent falls farther up the bank) I would recommend that this bridge be replaced.

Enclosed are pictures.

L. R. Allen

L. R. Allen
Bridge Construction Engineer

LRA:jm

Enclosure

R E S O L U T I O N

3-18-63

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

RECEIVED
MAR 20 1963
ENGINEER
COUNTY & CITY DIVISION

WHEREAS, the City of **Pilot Rock** is an incorporated city of the State of Oregon and has a population of **1,733** as given by the latest official census; and

WHEREAS, the following streets of said city, **known as N.W. Cedar Street, Pilot Rock, Oregon and more specifically the bridge that crosses west Birch Creek on N. W. Cedar Street.**

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population

in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Pilot Rock does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Bud Coon as the official representative of the city in all negotiations resulting from this request.

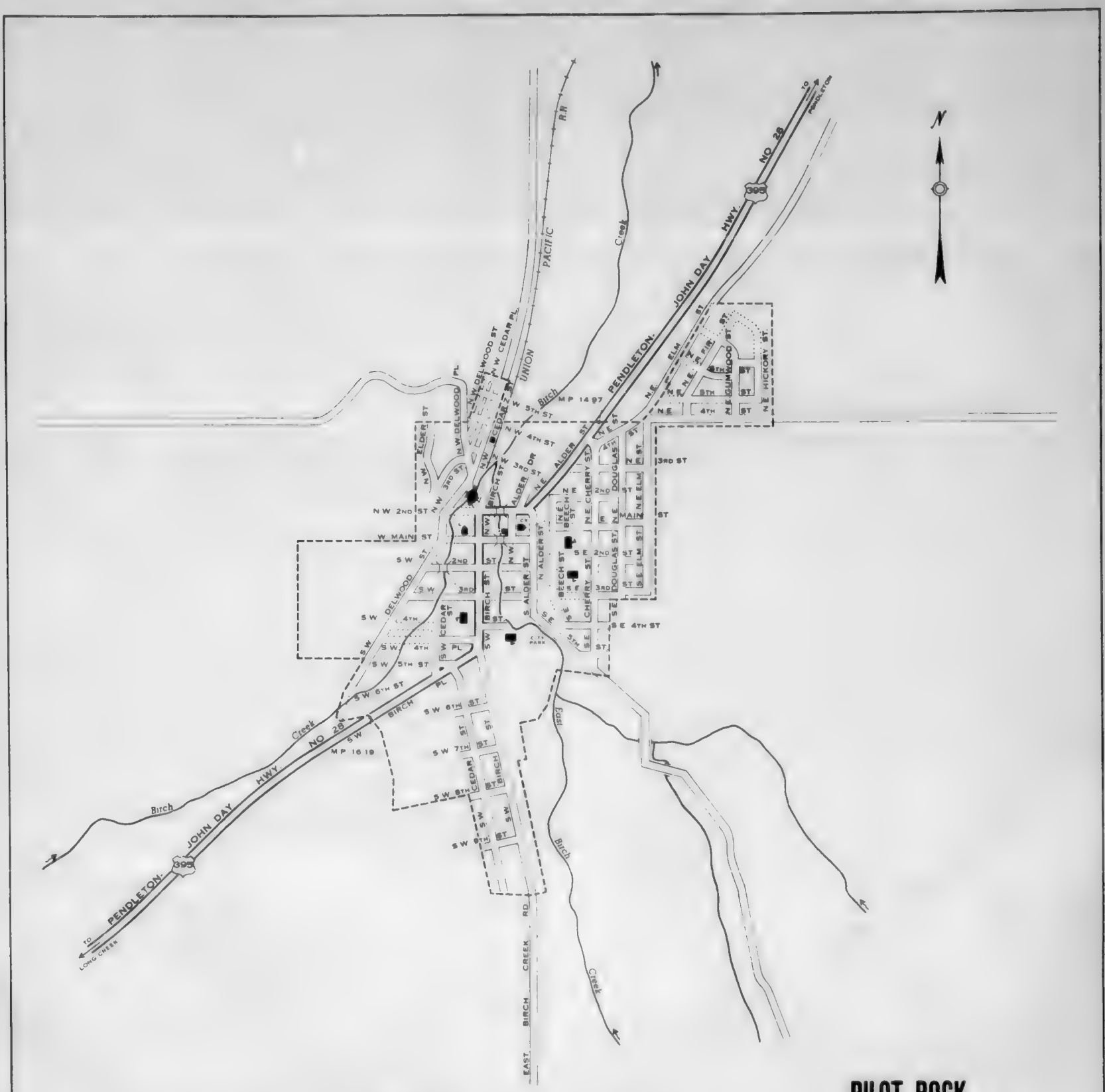
Passed and approved this 18th day of March, 1963.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Pilot Rock at a regular or special meeting of said Council, held on the 18th day of March, 1963, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 18th day of March, 1963.

Edna M. Chivers
City Recorder



SIGNED ROUTES

INTERSTATE 5
U S 30
ORE 22

LEGEND

- Post Office
- School
- R R. Depot
- Public Bldg.
- CH – City Hall
- CT Court House
- A – Armory
- L – Library
- Street open for travel.
- Street dedicated but not open
- City Limits.

PILOT ROCK

UMATILLA COUNTY. OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,695

Scale in Feet

August 1, 1961

F-115(20) Astoria App. Inters. Br. Sec., 1964
Oregon Coast Hwy. (Struct., Grad.,
#6499 Pav., etc.) Folder # 2

CIA 2647
Film Agreement. 5 Pgs
8-5-64
RR 615

Highway Division

December 9, 1976

Mr. John Marshall
404 12th Avenue
Seaside, OR 97138

Dear Mr. Marshall:

The 50-cent toll rate for two-wheeled vehicles was indeed in effect November 26 and 28 when you and your companion crossed the Astoria Bridge. Unfortunately, the approval to lower the toll went through faster than the implementation.

I am forwarding your letter and receipt copies to Mr. Eldon Everton, District Engineer at Astoria, for handling. He or his representative will be in touch with you shortly.

Thank you for contacting us. Since we do not get names and addresses of bridge users, this is the only way we have of finding out who was overcharged.

Very truly yours,

H. S. Coulter
State Highway Engineer

HSC:jv
MK
cc: C. Fredrickson orig.
Eldon Everton w/encl.

Dear Mr. Coulter

Not knowing whose jurisdiction the Astoria Bridge is under or what the source or accuracy of the Astorian article is, I am writing you. I and my companion crossed the bridge Friday November 26 for a three day bicycle ride in Washington and returned on Sunday. Each time it cost a dollar. Needless to say it irritates me. If the new rate is indeed in effect I would appreciate a refund. If it is not I would jolly well like to know why it is not. Thanking you prematurely I am

John Marshall
404 15th Avenue
Seaside, Oregon
97138

ENGR
DEC 8 '76
REFER TO
FOR
DR
SRD
ATL

d managed by the state
ry.
o create a park to be
s End State Park have

result is a complex multi-p...
change that involves land held by
Crown Zellerbach, state parks, the
Dept. of Forestry and private owners.

If the proposed exchange is determined acceptable, Talbot said the Forestry Dept. then is required under

...egon Coast Trail
...k Head. Its largest
The first ... II
county okays it and there are
hang-ups, that approval is lik
"I was happy with the recep
plans received Tuesday fr

...st State Park.

THE DAILY ASTORIAN

NO. 106 WEDNESDAY, NOVEMBER 24, 1976 15 C

...land on Tillamook ...

State cuts two-wheeler bridge toll

The Oregon Transportation Commission cut the toll charge on the Astoria Bridge Tuesday from $1 to 50 cents for bicycles and motorcycles.

Car tolls on the bridge over the Columbia River will remain at $1.50. H. Scott Coulter, state highway engineer, said he hoped to increase use of the bridge by two-wheelers, especially motorcycles. He estimated 75 per cent of the two-wheel traffic is bicycles.

In 1975, 4,484 two-wheelers—motorcycles and bicycles—crossed the bridge. Had the toll reduction been in effect in 1975, Coulter said, the Highway Division would have lost about $2,000.

He said an average of about 4,000 vehicles have been using the bridge daily.

6/44

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE December 7, 1976

TO G. O. Fredrickson
Region Engineer

FROM H. S. Coulter
State Highway Engineer

SUBJECT Toll charge for bicycles on the Astoria Bridge

At approximately 11:45 a.m., November 23, 1976, the Transportation Commission approved lowering the toll charge for two-wheeled vehicles crossing the Astoria Bridge from $1.00 to 50 cents.

It is my understanding that the new rate was actually put into effect at 12:01 December 4, 1976. Since the reduction legally occurred on action of the Commission, some correction of tolls collected between November 23 and December 4 may be approrpiate.

I am confident that you people can take any action that is equitable.

HSC:ia

cc Eldon Everton

TABLE 1-A
PROJECTED TRAFFIC REVENUES, AND DEBT SERVICE REQUIRE
ASTORIA TOLL BRIDGE 1966-1992
Based on Toll Schedule with Commutation Fares

Year	ADT	Annual Traffic	Gross Revenues	Operating Expenses	Net Revenues	Bonds Outstanding	Interest Payments	Principal Payments
Prior to Opening	--	--	$ --	$ --	$ --	$24,000,000	$2,908,900	$ 800,000
1966[2]	1335	207,000	331,500	153,000	178,500	23,200,000	174,400	--
1967	1149	419,400	677,000	68,000	609,000	23,200,000	721,800	800,000
1968	1154	421,200	683,600	49,700	633,900	22,400,000	689,800	800,000
[illegible]69	1211	442,000	705,800	178,700	527,100	21,600,000	657,800	800,000
[illegible]70	1316	480,300	772,700	72,800	699,900	20,800,000	617,800	800,000
1971	1430	521,900	827,200	104,300	722,900	20,000,000	593,800	800,000
1972	1490	543,800	859,800	194,300	665,500	19,200,000	556,800	800,000
1973	1560	569,400	902,100	71,500	830,600	18,400,000	540,300	800,000
1974	1570	573,100	895,700	78,200	817,500	17,600,000	517,600	800,000
1975	1727	630,400	1,008,700	172,400	836,300	16,800,000	505,400	800,000
1976	**1779**	**649,300**	**1,038,900**	**78,000**	**960,900**	**16,000,000**	**466,000**	**800,000**
1977	1832	668,700	1,069,900	81,900	988,000	15,200,000	442,400	800,000
1978	1887	688,800	1,102,100	219,500	882,600	14,400,000	418,400	800,000
1979	1944	709,600	1,135,400	90,300	1,045,100	13,600,000	394,200	800,000
1980	2002	730,700	1,169,100	94,800	1,074,300	12,800,000	369,800	800,000
1981	2062	752,600	1,204,200	236,300	967,900	12,000,000	345,000	800,000
1982	2124	775,300	1,240,500	104,500	1,136,000	11,200,000	320,200	800,000
1983	2188	798,600	1,277,800	109,800	1,168,000	10,400,000	295,200	870,000
[illegible]84	2253	822,300	1,315,700	255,400	1,060,300	9,530,000	267,620	800,000
1985	2321	847,200	1,355,500	121,000	1,234,500	8,730,000	242,020	990,000
1986	2391	872,700	1,396,300	127,100	1,269,200	7,740,000	209,960	1,050,000
1987	2462	898,600	1,437,800	277,100	1,160,700	6,690,000	175,550	980,000
1988	2536	925,600	1,481,000	140,100	1,340,900	5,710,000	146,700	1,190,000
1989	2612	953,400	1,525,400	147,100	1,378,300	4,520,000	111,200	1,765,000
1990	2691	982,200	1,571,500	301,700	1,269,800	3,255,000	77,975	1,190,000

1/28/76

TABLE 1-A
AFFIC REVENUES, AND DEBT SERVICE REQUIREMENTS
ASTORIA TOLL BRIDGE 1966-1992
on Toll Schedule with Commutation Fares

Bonds tstanding	Interest Payments	Principal Payments	Annual Debt Repayment	Bond Subsidy	Subsidy by Oregon	Subsidy by Washington
4,000,000	$2,908,900	$ 800,000	$ 3,708,900	$2,039,500 1/	$2,039,500	$ --
3,200,000	174,400	--	174,400	(4,100)	(4,100)	--
3,200,000	721,800	800,000	1,521,800	912,800	712,800	200,000
2,400,000	689,800	800,000	1,489,800	855,900	655,900	200,000
1,600,000	657,800	800,000	1,457,800	930,700	730,700	200,000
0,800,000	617,800	800,000	1,417,800	717,900	517,900	200,000
0,000,000	593,800	800,000	1,393,800	670,900	470,900	200,000
,200,000	556,800	800,000	1,356,800	691,300	491,300	200,000
8,400,000	540,300	800,000	1,340,300	509,700	323,400	186,300
7,600,000	517,600	800,000	1,317,600	500,100	308,700	191,400
6,800,000	505,400	800,000	1,305,400	469,100	325,100	144,000
6,000,000	466,000	800,000	1,266,000	305,100	223,100	82,000
5,200,000	442,400	800,000	1,242,400	254,400	192,600	61,800
4,400,000	418,400	800,000	1,218,400	335,800	241,500	94,300
3,600,000	394,200	800,000	1,194,200	149,100	129,500	19,600
2,800,000	369,800	800,000	1,169,800	95,500	95,500	--
2,000,000	345,000	800,000	1,145,000	177,100	146,300	30,800
1,200,000	320,200	800,000	1,120,200	(15,800)	(15,800)	--
10,400,000	295,200	870,000	1,165,200	(2,800)	(2,800)	--
9,530,000	267,620	800,000	1,067,620	7,320	7,320	--
8,730,000	242,020	990,000	1,232,020	(2,480)	(2,480)	--
7,740,000	209,960	1,050,000	1,259,960	(9,240)	(9,240)	--
6,690,000	175,550	980,000	1,155,550	(5,150)	(5,150)	--
5,710,000	146,700	1,190,000	1,336,700	(4,200)	(4,200)	--
4,520,000	111,200	1,765,000	1,376,200	(2,100)	(2,100)	--
3,255,000	77,975	1,190,000	1,267,975	(1,825)	(1,825)	--

NOTED
F. B. KLABOE

TABLE 1-A (Cont'd.)

Year	ADT	Annual Traffic	Gross Revenues	Operating Expenses	Net Revenues	Bonds Outstanding	Interest Payments	Principal Payments
1991	2771	1,011,400 3/	$ 1,618,200	$ 162,200	$ 1,456,000	$2,065,000	$ 47,875	$ 1,405,000
1992 3/	2854	531,600 3/	850,540	170,300	680,240	660,000	20,240	660,000
TOTAL			$29,453,940	$3,860,000	$25,593,940		$12,234,740	$24,000,000

1/ The $3,708,900 of principal and interest payments made on the bridge bonds prior to the opening of $1,669,400 of interest earnings on the bond funds. Thus, a net subsidy of $2,039,500 were require

2/ After opening of the bridge on July 29, 1966.

3/ Based on this traffic and revenue projection, retirement of the bonds will be accomplished in July

1/28/76

TABLE 1-A (Cont'd.)

	Bonds Outstanding	Interest Payments	Principal Payments	Annual Debt Repayment	Bond Subsidy	Subsidy by Oregon	Subsidy by Washington
000	$2,065,000	$ 47,875	$ 1,405,000	$ 1,452,875	(3,125)	(3,125)	--
240	660,000	20,240	660,000	680,240	--	--	--
940		$12,834,740	$24,000,000	$36,834,740	$9,571,400	$7,561,200	$2,010,200

on the bridge bonds prior to the opening of the bridge were offset by
us, a net subsidy of $2,039,500 were required by Oregon.

ent of the bonds will be accomplished in July, 1992.

TABLE 1-B

BOND FINANCING SUBSIDY PLUS
MAINTENANCE TO BE PAID BY OREGON AND WASHINGTON
ASTORIA TOLL BRIDGE
1966-1992

Year	Subsidy Required to Meet the Annual Bond Financing Costs						
	Basic Oregon Portion	Shared Portion			Total Subsidy 1/		
		Oregon	Washington	Total	Oregon	Washington	Total
Prior to Opening	$2,039,500	$ --	$ --	$ --	$2,039,500	$ --	$2,039,500
1966	(4,100)	--	--	--	(4,100)	--	(4,100)
1967	100,000	612,800	200,000	812,800	712,800	200,000	912,800
1968	100,000	555,900	200,000	755,900	655,900	200,000	855,900
1969	100,000	630,700	200,000	830,700	730,700	200,000	930,700
1970	100,000	417,900	200,000	617,900	517,900	200,000	717,900
1971	100,000	370,900	200,000	570,900	470,900	200,000	670,900
1972	100,000	391,300	200,000	591,300	491,300	200,000	691,300
1973	100,000	223,400	186,300	409,700	323,400	186,300	509,700
1974	100,000	208,700	191,400	400,100	308,700	191,400	500,100
1975	100,000	225,100	144,000	369,100	325,100	144,000	469,100
1976	100,000	123,100	82,000	205,100	223,100	82,000	305,100
1977	100,000	92,600	61,800	154,400	192,600	61,800	254,400
1978	100,000	141,500	94,300	235,800	241,500	94,300	335,800
1979	100,000	29,500	19,600	49,100	129,500	19,600	149,100
1980	95,500	--	--	--	95,500	--	95,500
1981	100,000	46,300	30,800	77,100	146,300	30,800	177,100
1982	(15,800)	--	--	--	(15,800)	--	(15,800)
1983	(2,800)	--	--	--	(2,800)	--	(2,800)
1984	7,320	--	--	--	7,320	--	7,320
1985	(2,480)	--	--	--	(2,480)	--	(2,480)
1986	(9,240)	--	--	--	(9,240)	--	(9,240)
1987	(5,150)	--	--	--	(5,150)	--	(5,150)
1988	(4,200)	--	--	--	(4,200)	--	(4,200)
1989	(2,100)	--	--	--	(2,100)	--	(2,100)
1990	(1,825)	--	--	--	(1,825)	--	(1,825)

1/27/76

TABLE 1-B

BOND FINANCING SUBSIDY PLUS
INTENANCE TO BE PAID BY OREGON AND WASHINGTON
ASTORIA TOLL BRIDGE
1966-1992

he Annual Bond Financing Costs							
	Total Subsidy[1/]			Maintenance Expense[3/]		Total Contribution	
	Oregon	Washington	Total	Oregon	Washington	Oregon	Washington
	$2,039,500	$ --	$2,039,500	$ --	$ --	$2,039,500	$ --
	(4,100)	--	(4,100)	6,412	6,412	2,312	6,412
0	712,800	200,000	912,800	16,000	16,000	728,800	216,000
00	655,900	200,000	855,900	4,570	4,570	660,470	204,570
00	730,700	200,000	930,700	4,830	4,830	735,530	205,830
00	517,900	200,000	717,900	2,950	2,950	520,850	202,950
00	470,900	200,000	670,900	9,705	9,705	480,605	209,705
00	491,300	200,000	691,300	3,645	3,645	494,945	203,645
00	323,400	186,300	509,700	19,825	19,825	343,225	206,125
00	308,700	191,400	500,100	91,145	91,145	399,845	282,545
0	325,100	144,000	469,100	46,070	46,070	371,170	190,070
00	223,100	82,000	305,100	373,800	373,800	596,900	455,800
00	192,600	61,800	254,400	376,750	376,750	569,350	438,550
00	241,500	94,300	335,800	379,850	379,850	621,350	474,150
00	129,500	19,600	149,100	383,100	383,100	512,600	402,700
	95,500	--	95,500	386,600	386,600	482,100	386,600
00	146,300	30,800	177,100	390,300	390,300	536,600	421,100
	(15,800)	--	(15,800)	475,450	475,450	459,650	475,450
	(2,800)	--	(2,800)	479,650	479,650	476,850	479,650
	7,320	--	7,320	484,050	484,050	491,370	484,050
	(2,480)	--	(2,480)	488,700	488,700	486,220	488,700
	(9,240)	--	(9,240)	493,650	493,650	484,410	493,650
	(5,150)	--	(5,150)	498,900	498,900	493,750	498,900
	(4,200)	--	(4,200)	606,000	606,000	601,800	606,000
	(2,100)	--	(2,100)	611,900	611,900	609,800	611,900
	(1,825)	--	(1,825)	618,150	618,150	616,325	618,150

TABLE 1-B (Cont'd.)

Year	Subsidy Required to Meet the Annual Bond Financing Costs							
	Basic Oregon Portion	Shared Portion			Total Subsidy[1/]			
		Oregon	Washington	Total	Oregon	Washington	Total	
1991	$ (3,125)	$ --	$ --	$ --	$ (3,125)	$ --	$ (3,125)	$
1992[2/]	--	--	--	--	--	--	--	
TOTAL	$3,491,500	$4,069,700	$2,010,200	$6,079,900	$7,561,200	$2,010,200	$9,571,400	$8

1/ Subsidy equals annual debt requirement minus net revenues.

2/ Debt retirement is estimated in July, 1992.

3/ Includes cost of repainting on a six-year cycle with a cost increase of 25 percent built into each

92
66/
26

1/28/76

TABLE 1-B (Cont'd.)

nual Bond Financing Costs Total Subsidy[1/]			Maintenance Expense[3/]		Total Contribution	
Oregon	Washington	Total	Oregon	Washington	Oregon	Washington
$ (3,125)	$ --	$ (3,125)	$ 624,750	$ 624,750	$ 621,625	$ 624,750
--	--	--	631,750	631,750	631,750	631,750
$7,561,200	$2,010,200	$9,571,400	$8,508,502	$8,508,502	$16,069,702	$10,518,702

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s.

ost increase of 25 percent built into each cycle.

92
66
26

TABLE 1-C

PROJECTED TRAFFIC AND REVENUES SUBSEQUENT TO BOND RETIRE
AVAILABLE FOR REIMBURSING THE STATES
ASTORIA TOLL BRIDGE 1992-2000

Year	ADT	Annual Traffic	Gross Revenues	Operating Expenses	Net Revenues
1992[1/]	2854	510,100	$ 816,160	$ [2/]	$ 816,160
1993	2940	1,073,100	1,717,000	329,800	1,387,200
1994	3028	1,105,200	1,768,300	187,700	1,380,600
1995	3119	1,138,400	1,821,400	197,100	1,624,300
1996	3213	1,172,700	1,876,300	361,800	1,514,500
1997	3309	1,207,800	1,932,500	217,300	1,715,200
1998	3408	1,243,900	1,990,200	228,200	1,762,000
1999	3511	1,281,500	2,050,400	398,200	1,652,200
2000[3/]	3616	1,319,800	2,111,700	251,600	1,860,100
TOTAL			$16,083,960	$2,171,700	$13,912,260

1/ Beginning in July, 1992.

2/ Expenses for 1992 were deducted from revenues for the first six months. Se

3/ Due to reduced traffic growth and the impact of inflation on expenses, it d
that the states could be reimbursed for subsidies paid in the foreseeable f
no attempt was made to carry the computations beyond the year 2000.

1/28/76

TABLE 1-C

TRAFFIC AND REVENUES SUBSEQUENT TO BOND RETIREMENT
AVAILABLE FOR REIMBURSING THE STATES
ASTORIA TOLL BRIDGE 1992-2000

Gross Revenues	Operating Expenses	Net Revenues	Maintenance Expenses	Net Revenues Available for Repayment of Bond Subsidy
$ 816,160	$ 2/	$ 816,160	$ 1,263,500	(447,340)
1,717,000	329,800	1,387,200	1,278,400	108,800
1,768,300	187,700	1,380,600	1,548,100	32,500
1,821,400	197,100	1,624,300	1,564,800	59,500
1,876,300	361,800	1,514,500	1,582,500	(68,000)
1,932,500	217,300	1,715,200	1,601,300	113,900
1,990,200	228,200	1,762,000	1,621,200	140,800
2,050,400	398,200	1,652,200	1,642,300	9,900
2,111,700	251,600	1,860,100	1,982,100	(122,000)
$16,083,960	$2,171,700	$13,912,260	$14,084,200	(171,940)

ed from revenues for the first six months. See Table 1-A.

and the impact of inflation on expenses, it does not appear
ursed for subsidies paid in the foreseeable future. Therefore,
he computations beyond the year 2000.

6499

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

November 28, 1975

FILE:

NOTED
H. S. COULTER

FROM: L. E. George
Traffic Engineer

SUBJECT: Toll Charges for Bicycles
Astoria Bridge

TO: H. S. Coulter
Asst. State Highway Engineer

You recently requested that I review the toll for bicycles on the Astoria Bridge and give you a recommendation as to whether or not the bicycle tolls should be reduced.

From a traffic engineering standpoint it is difficult to ascertain what bicycle tolls should be; however, in view of the high importance recently given to energy conservation and the environment, it appears that bicycle riding should be encouraged. This together with the fact that bicycles certainly do not cause much wear or maintenance problems would cause me to believe that the present $1.00 toll is excessively high. I have determined that all of the tabulation forms and accounting procedures are keyed to having the same toll for bicycles and motorcycles. If different amounts are charged for each type of vehicle, new forms would have to be printed and procedures changed. I would, therefore, recommend that the existing toll rate of $1.00 for two wheeled vehicles be reduced to $.50. Over the remaining 13 year repayment period of the bond issue, the reduction would mean a loss of $7,267 based on the present count of 1,118 two wheeled vehicles annually. Considering our present budgetary problems and an increased bridge maintenance cost due to inflation, it is recommended that the present eight year old toll schedule be reviewed for a possible upward increase in toll fees.

Tolls can't be used to pay maint. costs. —

L. E. George
Traffic Engineer

LEG:rj

retained the bike tolls
① Wear on bridge? No
② Maintenance problems or costs? No
③ Capacity on bridge is 3 axles (passenger)
2 wheel vehicles take ? (motorcycles)
④ Ability to pay ? (income)
⑤ Correlation with other toll bridge tolls ? (income)

file (HSC) 6-3-76

RECEIVED
DEC 1 1975
Office of
Assistant State Highway Engineer

#6494

November 18, 1975

Mr. Paul Wilbert
975 Hilyard #4
Eugene, OR 97401

Dear Mr. Wilbert:

The toll rates on the Astoria Bridge were established by the Highway Commission in 1967.

959-H

A quick analysis of other recent tolls in Oregon indicates that on the Portland-Vancouver Bridge, the toll for bicycles was the same as for automobiles. Both the Hood River Bridge and the Bridge of the Gods charge half the auto toll for bikes.

It would appear that bicycles are much more in vogue now than they were when the tolls were established and, considering the emphasis being placed on preserving our environment and energy, a review will be made of the fee schedule for the Astoria Bridge to see if an adjustment is appropriate.

Sincerely,

H. S. Coulter
Assistant State Highway Engineer

HSC:ia

bc F. B. Klaboe
E. S. Hunter
R. L. Schroeder
C. O. Fredrickson
D. H. Moehring
L. E. George--Please review the fees charged for bikes and give me your recommendation.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

November 17, 1975

FILE: 4-04a (Astoria Bridge)

FROM: T. W. Litchfield
REGION OPERATIONS ENGINEER

TO: H. S. Coulter
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT: Assignment ESH #282
Toll Charges for Bicycles
Astoria Bridge
Clatsop County

Attached you will find Mr. Paul Wilbert's letter received in your office on October 27, 1975, in which he protests the $1.00 per bicycle toll on the Astoria Bridge, and Eldon Everton's letter dated November 12, 1975, concerning this subject and the toll schedule for the Astoria Bridge.

This office concurs with Mr. Everton's opinion that the $1.00 charge for bicycles is excessive. However, response to Mr. Wilbert's letter should come from your office, since the establishment of the toll rates is up to the Highway Commission and not the Regional Office.

We recommend, therefore, that the toll rate for a motorcycle remain at $1.00, but the toll rate for a bicycle be lowered to .25¢, since this appears to be more consistent with the vehicle's wear and tear on the bridge. You will note, pedestrians are not allowed on the bridge.

When we had tolls on
Portland-Vancouver Bridge
Bikes paid same as cars
Bridges of Grade. - Bikes pay
half rate paid by cars.

TWL/elf
Attach. Astoria Bridge - Cars - 50¢
Bikes - 25¢ motorcycles - 55¢
cc: E. L. Everton

RECEIVED
NOV 17 1975
Office of
Assistant State Highway Engineer

There are no round trip or commuter rates.
Rates include all passengers.
Truck rates include loads.
Pedestrians not allowed on bridge.
Fifty dollar scrip books are available from Highway Accounting Division, State Highway Building, Salem, Oregon.

Special hauling permits available at Astoria Maintenance Office.
Maximum vertical clearance—16'4".
Tolls are subject to change without notice.
Toll bridge replaces Astoria-Megler Ferries which were discontinued July 29, 1966.

TOLL RATES FOR ONE-WAY FARES

LIGHT VEHICLE, CAR	$1.50
With 1 axle trailer	2.00
With 2 axle trailer	2.25
TRUCK or BUS, 2 axle	3.00
With 3 axle	3.75
TRUCK COMBINATION, 4 axle	4.50
With 5 axle	5.25
With 6 axle	6.00
With 7 axle	6.75
With 8 axle	7.50
Each additional axle	.75
MOTORCYCLE or BICYCLE	1.00

Bridge operated by Oregon State Highway Commission, Salem, Oregon 97310

District Maintenance Office:
350 West Marine Drive,
P. O. Box 686
Astoria, Oregon
Telephone: 325-7222

ASTORIA BRIDGE TOLL SCHEDULE

Between Astoria, Oregon and Megler, Washington on the Coast Highway, U.S. #101. Bridge is 4.12 miles in length.

OREGON STATE HIGHWAY COMMISSION

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: Astoria Bridge

Astoria, Oregon
12 November 1975

Eldon L. Everton lh

FROM: Eldon L. Everton
District Engineer

SUBJECT: Assignment No. 1746
Reduction in Toll for Bicycles
Astoria Bridge

TO: C. O. Fredrickson
Regional Engineer

The subject assignment is being returned to your office as per our phone conversation. The answer to this complaint requires a policy decision which I do not feel I am in a position to make.

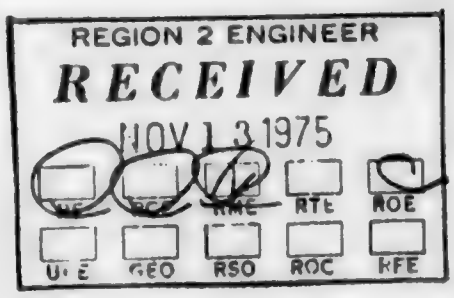
I realize that before the tolls for the bridge were established, careful study was given to all aspects of the matter. Tolls were actually established at an amount which requires an extremely substantial subsidy from the Oregon State Highway Fund in order to meet the cost and expense of the bridge.

However, I feel our present toll schedule is unbalanced. A car, pickup or any recreation vehicle can travel across the bridge for $1.50. These vehicles can carry six or more people and do cause more wear on the bridge deck than a bicycle. A $1.00 toll for a bicycle has always seemed quite high to me.

There have been tours of young kids on bicycles and it has cost each one $1.00. Sometimes there are as many as sixty bikes in these tours and that is quite an expense for a bike tour like this as they are generally operating on a small budget. I feel that if $ .50 were charged for each bicycle or motorcycle that it would be a more realistic charge.

In the past year, there have been 1118 bicycles or motorcycles cross the bridge.

ELE:lh



A resolution abandoning to the abutting property owners a parcel of land formerly occupied by the old Hendricks Bridge on the McKenzie Highway in Lane County was presented. The Engineer stated that the State does not have title to the property so as to sell it, and the County is not interested in acquiring it. Following his favorable recommendation, the Commission approved abandonment and thereupon adopted "Abandonment Resolution No. 463," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

Consideration was given to a rider to an existing agreement with Union Pacific Railroad Company covering construction and use of a footpath under the east end of the Deschutes River Bridge on the Columbia River Highway in Sherman County. The Engineer explained that the purpose of the rider is to extend the expiration date of the original agreement from August 31, 1967, to August 31, 1972. Based on his favorable recommendation, the Commission approved the rider.

The Commission also considered a throughway abandonment agreement with Jackson County pertaining to the Brownsboro-Hanley Ranch Section of the Lake of the Woods Highway. The agreement provides for acquisition of right of way and construction of the project as well as utility relocation and road closures. The agreement also provides for abandonment to Jackson County of a portion of the existing highway when the new alignment is completed. The Commission accepted the Engineer's recommendation for approval and authorized the Secretary to sign the agreement in their behalf.

An agreement with Pittsburgh Testing Laboratory for inspection of steel fabricated in Salt Lake City, Utah, for bridges on the Irrigon Junction-Stanfield Section of the Old Oregon Trail in Umatilla and Morrow Counties (Contract 6957) was presented by the Engineer. Approval of the Bureau of Public Roads has been secured and the Engineer recommended approval of the agreement at a cost not to exceed $4,300. The Commission accepted his recommendation and authorized the Secretary to sign the agreement for them.

The Engineer reported that Wilbur Smith and Associates, Inc., had submitted complete data supporting their recommended toll schedule for the Astoria Bridge. As the consulting firm has completed its assignment in this matter, he recommended that they be paid the sum of $17,000 as provided by a previously approved agreement. The Commission approved the payment.

Concerning the rates recommended by the consultant, the Engineer commented that the report had contemplated a raise in the base passenger car rate to $2 with a recommended return trip for $1. A complete analysis of the consultant's data, supplemented by additional studies by the Highway Department indicated, the Engineer said, that the consultant's rates should be modified. He recommended that the Commission adopt the following rate schedule:

1. Passenger Cars.....$1.50
2. Cars and Trailers..... 2.00
3. Single-unit Trucks and Buses..... 3.00
4. Combination Unit Trucks.... 4.00
5. Two-wheeled Vehicles..... 1.00

In addition, he recommended that toll ticket books in units of 10 tickets be sold at a 10 percent discount for (1) passenger cars, (2) single-unit trucks, (3) combination-unit trucks. This action should encourage commuters and stimulate traffic across the structure thereby aiding the economy of the Clatsop County area. He also recommended that the new toll rate schedule be placed in effect June 1, 1967. The Commission accepted the recommendations subject to concurrence by the State of Washington.

The Chairman commented that an exceedingly thorough study had been made by the Commission and its staff on the Astoria Bridge toll rates including the consultant's recommendations. He pointed out that even at greatly increased rates it would not be possible to pay off the bonded indebtedness on the bridge for a great many years. It was his feeling that the rates as approved would act as a stimulant to traffic, aid the economy of the area, and by increasing the volume of traffic, eventually provide greater revenue for liquidation of the indebtedness.

The Engineer presented a supplemental throughway agreement with Umatilla County pertaining to the Stanfield Junction-Rieth Hill Section (Rew Road Interchange) of the Old Oregon Trail (I-80N). The agreement, he said, contains the usual provisions for construction of the project, reconstruction of local roads, and other matters. It was his recommendation that the agreement be approved. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

The meeting was recessed at 9:50 a.m. and reconvened at 10:55 a.m.

A delegation representing the Baker Chamber of Commerce appeared before the Commission to urge improvement of the Baker-Homestead Highway, particularly a 3.25 mile section between Bulldozer Creek and Powder River Bridge. Present were Mr. Harry Swan and Mr. Harlan Wendt. Mr. Swan urged that this section be improved at an early date to accommodate heavy log haul, cement haul, and tourist traffic. Mr. Wendt expressed appreciation

The Commission also considered a snow removal agreement with Morrow County on a County Road and a Forest Service Road leading to the Arbuckle Ski Area in Morrow County. The County is to perform the snow removal and be reimbursed by the State. The agreement covers the period between December 9, 1966, and the end of the skiing season in 1967 as determined by the State. The Commission approved the agreement.

An agreement with the Bureau of Land Management concerning the installation of fencing on the I. O. N. Highway near Basque in Malheur County was considered. The Engineer reported that the Bureau of Land Management had fenced 10½ miles prior to formation of an agreement. Under past policy in a similar situation, the State has furnished the posts. On this project, the Bureau furnished the posts and has requested that the State either replace or pay for posts installed. The Engineer stated that the cost of $.83 per post is cheaper than the State could purchase them, and he recommended that the Bureau of Land Management be paid $3,486 for the 4,200 posts which were used. The Commission approved the agreement and authorized the Secretary to sign it for them.

The Commission considered an agreement with Multnomah County for the installation of lights on the Mt. Hood Highway between Sandy and Gresham where the new route diverges from the old route. Since the new section has been opened to traffic, the Engineer stated, the public has had difficulty with the intersection at night, and he recommended that lights be installed at an estimated cost of $10,000 from Minor Betterment Funds. The State is to maintain the lights and Multnomah County is to assume cost of the electrical energy. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Consideration was given to an agreement with Peninsula Drainage District No. 2 to provide drainage from the Pacific Highway East in north Portland, Multnomah County. Under terms of the agreement, the Drainage District is to install a 24-inch culvert under Vancouver Way as the present culvert is not adequate. The Highway Department, Multnomah County, and the Drainage District are to share equally in the cost of the new culvert. The Engineer estimated that the State's share would not exceed $1,200, and he recommended that the agreement be approved. The Commission accepted his recommendation and authorized the Secretary to sign the agreement in their behalf.

The Commission also considered an agreement with Portland Traction Company allowing construction of a detour structure over Traction Company property as required by construction of the Ross Island Bridge Overcrossing of the Pacific Highway East in Portland. Following the Engineer's favorable recommendation, the Commission approved the agreement.

The Chairman inquired as to progress being made on the study pertaining to rates on the Astoria Bridge across the Columbia River. The Engineer replied that from reports he had received from the firm making the study, the report would be received within a few days. Concerning the

volume of traffic on the bridge to date, Mr. Edwards, Assistant State Highway Engineer, stated that the volume is running somewhat in excess of the original estimate.

The Chairman then inquired if the State of Washington has done anything further concerning construction of a cutoff highway from the north end of the Astoria Bridge to Olympia, Washington, or on improvement of Highway 101 north of the Columbia River. The Engineer replied that as far as he knew no work had been programed, but the matter is being studied by Washington authorities.

Consideration was given to a request made by Mr. B. T. Van Wormer, President of the Oregon Chapter of the American Public Works Association, for assistance in publication of standard specifications for cities and counties. The Engineer commented that this participation would require an agreement between the League of Oregon Cities and the Association of Oregon Counties. Printing of the specifications, he suggested, be deferred until after the Legislature has adjourned. He recommended cooperation in an amount not more than $1,000. The Commission accepted his recommendation and authorized the Secretary to sign an agreement as previously outlined.

The Commission accepted a deed dated December 16, 1966, from Mr. and Mrs. Thomas E. Young for land to complete the transfer of property for park purposes along the Oswego Highway near West Linn. The Engineer recalled that several adjoining parcels have been donated by the Youngs, all for park purposes. The Commission instructed the Secretary to convey to the Youngs the Commission's thanks and appreciation.

The establishment of reduced speed zones on rural portions of the Beaverton-Tigard Highway in Washington County was considered. The Engineer stated that the Southern Pacific Overcrossing-Pacific Highway West Section of the highway was completed recently and observation indicates that a speed of less than the statutory 55 miles per hour should be established. He recommended that 50 mile-per-hour speed zones be established in rural areas effective upon completion of construction and the installation of signs. The Commission approved the recommendation and thereupon adopted "Speed Zone Resolution No. 522," which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission signed, or authorized the Secretary to sign the following agreements, deeds, and other papers:

"Bargain and Sale Deed" conveying to the State Board of Higher Education (Portland State College) a parcel of land on the Fremont Interchange-Sunset Interchange Section of the Stadium Freeway in Multnomah County.

"Bargain and Sale Deed" conveying to the United States National Bank of Oregon a parcel of land on The Dalles-15 Mile Creek Section of the Columbia River Highway in Wasco County.

The Engineer stated that there had been numerous suggestions to reduce and adjust the toll schedules for the Astoria Bridge on the Oregon Coast Highway in Clatsop County. It was his opinion that to secure an unbiased study a firm of consulting engineers should be retained to analyze the current and potential traffic over the bridge, and to recommend an optimum toll schedule which would render the greatest benefit to the States of Oregon and Washington. He recommended hiring the firm of Wilbur Smith and Associates, Inc., who have agreed to perform the study and complete a report by December 31, 1966, for a fee of $17,000. Chairman Jackson stated that the study should consider economic development on both sides of the river, and that the schedule of tolls should be such as will encourage traffic and development of the adjoining areas on a long term basis. Also the toll schedule should encourage the movement of goods and people across the bridge. He inquired if those conducting the study are to contact the State of Washington regarding the development of highways in Washington which would affect the bridge. In reply to the latter question, the Engineer stated that the State of Washington is considering a connecting road to the Olympia area but he did not know when it would be constructed. The Commission confirmed the agreement, which was verbally approved on September 23, and authorized the Secretary to sign it for them.

The Commission confirmed prior telephonic approval of an agreement with the Bureau of Public Roads and the Portland General Electric Company covering a power line adjustment on the Clackamas Highway in Clackamas County. The Commission also confirmed authority for the Secretary to sign the agreement for them.

Attention was given to an agreement with the Idaho Board of Highway Directors pertaining to construction of a second bridge across the Snake River at Ontario in Malheur County. The Engineer explained that the agreement provides for construction at a cost of approximately $650,000 to be shared equally between the two States. Approach construction and right of way acquisition is to be paid for by each State. The bridge is to be maintained by the State of Oregon and the State of Idaho is to reimburse Oregon for 50 percent of the cost. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement for them.

An agreement with Bonneville Power Administration for the relocation of a two-pole structure and related work caused by highway construction on the Orleans Road-Calapooia River Section of the Corvallis-Lebanon Highway in Linn County was considered. Cost of the work, the Engineer said, is estimated at $5,900 which amount is to be placed in trust with the Bonneville Power Administration. Following his favorable recommendation, the Commission approved the agreement and authorized the Secretary to sign it for them.

Consideration was given to an agreement with Oregon Electric Railway Company for the adjustment of its facilities, reconstruction of a grade crossing and future maintenance required by highway construction on the Orleans Road-Calapooia River Section of the Corvallis-Lebanon

(6) Grading, paving and structures on the Morrow County Line-Stanfield Junction Section of the Old Oregon Trail in Umatilla County. Bids received March 10, 1966. Contract No. 6795 awarded April 8, 1966, to Rogers Construction Company, Portland, low bidder.

The matter of establishing a schedule of tolls to be used on the bridge across the Columbia River at Astoria when it is opened to traffic was considered. The Deputy Engineer reported that considerable study on tolls had been conducted in cooperation with the State of Washington, and that income estimates were made for various levels of tolls. He presented a chart showing these predictions. Also presented were tables showing the bond retirement schedules, income and contributions by the States of Oregon and Washington in order that principal and interest payments on the bonds could be made. He recommended that the Commission approve the schedule shown in Table 1 based on the toll of $1.50 for the basic passenger car. Approval of this schedule, he said, has been received from Mr. C. G. Prahl, Director of Highways for the State of Washington. The Commission approved the toll schedule as indicated in Table 1 as follows:

ESTIMATED ANNUAL TRAFFIC AND REVENUES - 1967
ASTORIA TOLL BRIDGE

	Toll	Traffic	Revenue
Light Vehicle	$1.50	245,200	$367,800
Lt. Veh. W/1 Axle Trailer	2.00	16,500	33,000
Lt. Veh. W/2 Axle Trailer	2.25	1,400	3,150
Truck or Bus - 2 Axle	3.00	7,100	21,300
Truck or Bus - 3 Axle	3.75	2,700	10,125
Truck Comb. - 4 Axle	4.50	1,200	5,400
Truck Comb. - 5 Axle	5.25	11,500	60,375
Truck Comb. - 6 Axle	6.00	100	600
Motorcycles	1.00	1,000	1,000
Total Vehicles	($1.75)	286,700	$502,750

Requests were considered from Hood River and Tillamook Counties for Federal-aid Secondary Projects totaling $174,000. These projects, the Deputy Engineer stated, have been investigated and are eligible for the use of FAS Funds. The Commission approved the following projects and authorized the Secretary to sign routine construction agreements when they are prepared:

(Tabulation on following page)

Date 10/27/75

ASSIGNED TO COULTER By ESH No. 282
Paul Wilbert

Letter From Eugene

Dated rec'd 10/27/75

Has Been Acknowledged By

RE: suggests reduction of toll charges for bicyclists on Astoria Bridge

Investigate and report with recommendation
Such action as necessary and report
Return with rough draft of reply
Prepare reply for signature of Mr.
Contact correspondent and report

REMARKS:

Please reply

Report Received Completed 11-18-75

To Commission Agreement

File Closed

To: F.B.Klaboe
State Highway Engineer
140 State Highway Building
Salem 97310

Dear Sir:

This summer I was on a bicycle trip through Washington and Oregon where we had to cross the Astoria Bridge. I feel very strongly that the $1.00 per bicycle toll is an extremely unfair and outrageous charge, especially when the auto toll is $1.50. Suppose there are five in a car. The toll for each in the car would only be 30¢. Only one person can ride a bicycle, so often bicyclists are paying many times the fare that motorists are.

Considering Oregon's high environmental and energy awareness, non-motorized transportation by bicycle ought to be encouraged, not discouraged as it is now at the Astoria Bridge. Lower the toll to 25¢, which is what it is at the Bridge of the Gods, or better yet, make it free for bikes.

Sincerely,

Paul Wilbert

P.S. The Golden Gate is FREE for bicyclists!

PAUL WILBERT
975 HILYARD #4
EUGENE, OR 97401

RECEIVED
STATE HWY ENGR
OCT 27 '75
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ES 14

#4499

OREGON STATE HIGHWAY DIVISION

NOTED
H. S. COULTER

P.O. BOX 30 • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 17, 1974

Mr. E. Nelson, Jr.
Captain, U. S. Coast Guard
Commander Coast Guard Group, Astoria
Route 1, Box 950
Warrenton, Oregon 97146

Re: Your file 5700

Dear Captain Nelson:

In reply to your letter of July 3, 1974, I have checked with the Assistant Attorney General assigned to the Highway Division, and he has advised me that there is no way that military personnel can be allowed across the bridge without paying tolls except as is provided in ORS 399.145, and this would not cover the situation that you have set forth in your letter.

There is no way that the Transportation Commission can alter this situation. The only way that this can be changed is by legislation.

If you feel strongly enough in this regard, perhaps the Oregon Legislature should be advised as to the problem, or perhaps you should contact the Attorney General directly and ask if he would perhaps consider introducting legislation granting the Transportation Commission the authority to waive tolls for military personnel in situations where they feel that it is desirable, in order to eliminate the difficult situation that your personnel are experiencing.

Very truly yours,

ORIGINAL SIGNED BY
D. H. MOEHRING

D. H. Moehring
Maintenance Engineer

bc: H. S. Coulter

RECEIVED
JUL 18 1974
Office of
Assistant State Highway Engineer

K

#1449

OREGON STATE HIGHWAY DIVISION

NOTED
H. S. COULTER

P.O. BOX 30 • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 17, 1974

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Captain, U. S. Coast Guard
Commander Coast Guard Group, Astoria
Route 1, Box 950
Warrenton, Oregon 97146

Re: Your file 5700

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Very truly yours,

ORIGINAL SIGNED BY
D. H. MOEHRING

D. H. Moehring
Maintenance Engineer

bc: H. S. Coulter

RECEIVED
JUL 18 1974
Office of
Assistant State Highway Engineer

K

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS
Commander
CG Group Astoria
Route 1, Box 950
Warrenton, OR 97146

5700
3 July 1974

Mr. Dave Moehring
Oregon State Highway Commission
Salem, Oregon 97310

Dear Mr. Moehring;

As you requested, I will substantiate my position with regard to free passage on the Astoria toll bridge for my personnel.

Coast Guard Station Cape Disappointment, located in Ilwaco, Washington, has a complement of 52 personnel of which two-thirds are married with families. They are required to travel to Astoria for contract medical treatment and military administrative functions. Also, Astoria is the only city in the area with family recreation facilities (YMCA, movie theater, military exchange). These personnel are assigned to the station by the Coast Guard and are required to live there without choice. The portion of Oregon statutes which permits military personnel in government vehicles free passage is insufficient for our needs. If our limited number of Government vehicles are in use and personnel are required to be in Astoria then they must use their private vehicle and pay the bridge toll. Also, Government law prohibits dependent travel in our official vehicles.

All Coast Guard personnel have military identification cards which could be shown to verify employment by the Coast Guard. We could require the member to be in uniform if necessary, however, the identification card should suffice. In addition, those personnel who desire to, may register their vehicles with the Coast Guard and place identification stickers on the left front bumper.

Any assistance you can offer in reducing this financial burden on our lower rated personnel and dependents will be deeply appreciated.

E. NELSON, JR.
Captain, U. S. Coast Guard

#6474

118

October 2, 1973

Mrs. M. H. Lang
7800 S. E. 105th
Portland, OR 97266

bc A. E. Johnson
H. S. Coulter
D. H. Moehring (enc.)
C. O. Fredrickson
Eldon Everton (enc.)

Dear Mrs. Lang:

Thank you for your letter in which you described a discussion between your son and one of our toll collectors on the Astoria Bridge on Labor Day weekend.

I am sorry your son was misdirected across the Astoria Bridge. As stated in Mr. Everton's September 12 letter to you, it is the State Highway Division's policy that our toll collectors give requested information in a courteous manner. We have had traffic tieups on this bridge on recent weekends, partially caused by motorists stopping at the toll plaza. It was undoubtedly because of these recent problems that our toll collector answered your son's questions in a brusque manner. Unfortunately, in his haste, he probably did not really hear the questions your son asked when he directed him across the bridge.

I am sincerely sorry this occurred, and I am sure Mr. Everton has discussed this with all toll collectors who work on the Astoria Bridge.

Enclosed is a check in the amount of $3.00 to cover the toll expense incurred by your son. Please accept it with our sincere apologies.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

Enc.

TWL:lb ja

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON 97310

PAYEE

Mrs. M. H. Lang

% Klaboe
Attn.: Marie Stephens

REMITTANCE ADVICE
ENCLOSED CHECK PAYS
CLAIM DETAILED BELOW.

		$
9-26-73	toll bridge refund	3.00
sg		

03110

A-53 (REV. 10-72)

ACKNOWLEDGEMENT OF RECEIPT OF CHECK
IS NOT REQUIRED

SP*53898-734

7800 S.E. 105
Portland, Oregon
Sept. 14, 1973

NOTED
H. S. COULTER

Mr. F.B. Klaboe
Highway Dept.
Salem, Oregon

Dear Mr. Klaboe;

I would like to relate an incident which occured that I think you should be aware of. This happened over the Labor Day Weakend.

We were having a large family gathering at Ft. Stevens State Park. Most of the family arriving on Friday. One of our sons, aged 19 was working and would be down on Saturday afternoon. We gave him a roughly drawn map at to how to get there. We drew crossing a bridge, meaning the Astoria Narrows Bridge and he mistook it for the Astoria-Megler Bridge. He drove up to the toll booth asking the toll keeper if this was the way to Ft. Stevens State Park. The man was very gruff and said "Hurry, hurry that will be $1.50" When he asked again he replied "yes, yes across this bridge, now move along" This was on Saturday around three or four o'clock and there wasn't heavy traffic. He then proceeded across the bridge asking directions of another motorist. He was then told that it was back across the bridge and just how to get to Ft. Stevens. He then went back acorss the bridge getting the same toll keeper. My son then asked him again, his reply was "that will be $1.50 hurry along" At that time my son told him he was sent needlesly across the bridge of which the man gave him another rude reply and demanded $1.50. He paid.

When we got back home to Portland I called a Mr.E.L. Everton in Astoria, of which the letter from him is enclosed.

I stated to him as I will to you I feel that my son's $3.00 should be refunded to him plus the gas that it took to cross the bridge both ways. It was so needless, the toll collector could have informed him that this was not the right bridge and directed him properly. We have taught our sons to be courteous at all times and it is a bit unnerving to come across a person so rude as this toll collector. I do understand that he must have many things to contend with each day, but I do think that you should be aware of this.

I would appreciate hearing from you.

Sincerely,

Mrs M H. Lang

Mrs. M.H. Lang

RECEIVED
STATE HWY ENGR
SEP 17 '73
REFER TO
FOR
Info | Dispose | RID | Inv. | Prep | Act | File

OREGON STATE
HIGHWAY DIVISION

OFFICE OF THE DISTRICT ENGINEER
P. O. Box 686
Astoria, Oregon 97103

12 September 1973

Mrs. M. H. Lang
7800 S.E. 105th Street
Portland, Oregon 97266

Dear Mrs. Lang:

Since receiving your telephone call in regard to the alleged incident at the Astoria toll bridge, I have checked my schedule to see who was working at the time and have made contact with those that were on duty to discuss the matter with them.

At the time of the alleged incident, there were two men on duty. One was handling the north bound traffic and the other handling the south bound traffic. I have questioned both men quite thoroughly and neither would admit to me that they could remember any such incident.

As I advised you on the phone, the toll collectors at this time of the day on the weekends are extremely busy with heavy traffic and are doing everything possible to keep the traffic moving as rapidly as possible to prevent the back-up of traffic which has occurred each weekend during the month of August.

Our toll collectors are instructed to be courteous and offer any assistance to the public they can and still keep the traffic moving. We receive many compliments on the toll collectors and the number of complaints are very small.

I am sorry that if what you phoned me about did happen, but I can assure you that this is not the normal for any of our men and that the importance of courtesy will again be stressed to all toll collectors. I thank you for calling this to my attention as I do not want such occurrences to take place and am only aware of them when brought to my attention.

Very truly yours,

Eldon L. Everton
DISTRICT ENGINEER

ELE:bh

#6479

September 25, 1973

Mr. John O. Trent, P.E.
Director of Public Works
County of Pacific
Department of Public Works
Box 66
South Bend, WA 98586

Dear Mr. Trent:

With reference to your letter of August 31, we must deny your request for toll-free passage for Pacific County's vehicles on the Astoria Bridge.

It would not be appropriate to start issuing toll-free passage to various governmental vehicles other than emergency vehicles and those movements exempted under the law.

We appreciate the cooperation and participation your County has given to insure the successful utilization of the Astoria Bridge.

Sincerely,

H. S. Coulter
Assistant State Highway Engineer

HSC:kmb

bcc: F. B. Klaboe
A. E. Johnson
D. H. Moehring
C. O. Fredrickson

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 11, 1973

SUBJECT: Request for toll free use of Astoria Bridge by State of Washington County of Pacific

To:
A. E. Johnson
Deputy State Highway Engineer

B u i l d i n g

The attached listing (dated April 18, 1969) is the latest valid list for toll free passage across the Astoria Bridge.

Pacific County in Washington has made a contribution to the construction and deficits accrued by the bridge, by and through the State of Washington.

This request for free passage is a maneuver by Pacific County to enhance the competitive bidding and pricing on highway materials such as asphaltic concrete, premix and crushed rock.

Although Clatsop County did not directly contribute to the bridge, it most assuredly has indirectly contributed, so if and when Clatsop County requests a like exemption, I recommend that it be granted.

Carl M. Williams
Maintenance Services Engineer

CMW:mp

Attachments

RECEIVED
STATE HWY ENGR
SEP 11 73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

FORM E-20 SOR 3-65 SP 6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

ASTORIA

April 18, 1969

To: MEMO

SUBJECT: Toll Free Passage Data
Astoria Bridge

Following is a list of organizations that are presently being allowed toll-free passage across the Astoria Bridge.

1. All State of Oregon official vehicles.
2. All State of Washington official vehicles.
3. Clatsop County Sheriff's vehicles - Oregon.
4. Pacific County Sherriff's vehicles - Washington.
5. City of Astoria Police Department.
6. City of Astoria Fire Department.
7. Officially licensed Army vehicles.
8. Officially licensed Navy vehicles.
9. Officially licensed Marine vehicles.
10. Officially licensed Coast Guard vehicles.
11. Officially licensed Air Force vehicles.
12. Military personnel traveling under specific military orders from one base to another base.

Richard S. Hawkins
District Maintenance Superintendent

RSH:jm

County of Pacific
DEPARTMENT OF PUBLIC WORKS

Box 66 Phone 206/875-5591
SOUTH BEND, WASHINGTON 98586

REFERRED TO
Hwy. Engr
BY ADMINISTRATIVE SERVICES

PARKS

SOLID WASTE

PLANNING

BUILDING

ROADS

UTILITIES

FLOOD CONTROL

August 31, 1973

Secretary
Oregon State Highway Commission
121 State Highway Building
Salem, OR

The Pacific County Department of Public Works is hereby requesting your permission for toll free passage on the Astoria-Point Ellice Bridge over the Columbia River. As you are well aware, Pacific County participated in the original construction costs and has assisted in resolving the deficits.

Affirmative action on your behalf would allow a reduction in our costs by permitting us to purchase materials in Oregon on a more competitive basis than we can obtain locally.

Thank you for your consideration in this matter.

Sincerely,

DEPARTMENT OF PUBLIC WORKS

John O. Trent

John O. Trent, P.E.
Director of Public Works

JOT:eb

RECEIVED
STATE HWY ENGR
SEP 4 73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
SEP 4 1973
HIGHWAY
ADMINISTRATIVE SERVICES

3-31-73

Form E-7T 6495

OREGON STATE HIGHWAY DEPARTMENT

COLUMNAR TABULATION SHEET

Astoria Br

State Printing

1973	Bess			MacDonald			Hensley			Atkins			Ch
	Wt	Axles	Vehicles	Wt	Axles	Vehicles	Wt	Axles	Vehicles	Wt	Axles	Vehicles	Wt
27	-1.50	+4	304	0	+2	63	0	+1	399	-	-	-	0
28	0	+3	275	0	0	65	0	-6	561	-	-	-	-
29	-	-	-	-	-	-	+1.00	+4	614	-	-	-	0
30	-	-	-	-	-	-	0	0	710	-	-	-	0
31	-	-	-	-	-	-	0	+7	812	-	-	-	0
Total	+1.50 -1.50	+14 -13	3115	+11.00 -9.00	-37 +10	5916	+2.50	-34 +30	4245				-6.50 +4.00
Overage + Shortage	0	+1		+2.00	-27		+2.50	-4					-2.50
Total Deviation	3.00	27		20.00	47		2.50	64					10.50
Days Worked	13	13		21	21		23	23		-	-	-	23
Av. Deviation Per Day	.23	.21		.95	2.24		.11	2.78					.46
Av. Deviation Per 1000 Veh.	.96	8.67		3.38	7.94		.59	15.07					.72
Av. Veh. Per Day			240			282			185				
Days Over	1	6		4	5		2	9					2
Days Short	1	6		5	12		0	10					2
Days Bal.	11	1		12	4		21	4					19

* MARCH 18, 24, 25, and 31st: PATCH'S AXLE OVERAGES DUE TO FAILURE OF BICYCLES TO TRIGGER TREADLES:

Bridge

Church Patch

SHEET ..... OF ..... SHEETS

All	Axles	Vehicles	All	Axles	Vehicles				Discount Coupons	Deposit	Paid Vehicles
0	+6	202	–	–	–				457.50	1228.50	963
–	–	–	–	–	–				392.00	1134.00	885
0	-1	70	0	-1	265				418.50	1192.50	921
0	-3	50	+1.50	+2	467				360.00	1633.00	1214
0	-1	51	+1.50	+32*	461				153.50	1862.50	1319
-6.50	-40		+21.50	+146					10,270.00	46,705.50	34,733
+4.00	+37	7407	-8.00	-45	14,590						
-2.50	-3		+13.50	+101					1,027.00		
10.50	77		29.50	191					9,243.00		
23	23		23	23					46,705.50		ADT 1,120
46	335		128	830					55,948.50		
72	1040		202	1309							
		322			634				AD. 1.6108		
2	8		8	11							
2	11		6	10							
19	4		9	2							

TRE[illegible]PASS:

Form E-147-

State Printing

OREGON STATE HIGHWAY
DEPARTMENT

COLUMNAR TABULATION SHEET

Astoria

1973	Bess			MacDonald			Hensley			Atkins			C
	%	Axles	Vehicles	%	Axles	Vehicles	%	Axles	Vehicles	%	Axles	Vehicles	%
March 1	—	—	—	-150	+3	243	0	+3	60	—	—	—	—
2	—	—	—	—	—	—	0	-11	44	—	—	—	+25
3	0	-2	65	—	—	—	—	—	—	—	—	—	0
4	0	-3	293	0	-2	262	0	0	70	—	—	—	-15
5	0	0	60	-150	-1	519	—	—	—	—	—	—	0
6	0	-1	382	0	+1	321	0	-2	61	—	—	—	0
7	0	+1	304	0	-4	173	0	-2	60	—	—	—	—
8	—	—	—	-50	+1	258	0	-1	61	—	—	—	—
9	—	—	—	—	—	—	0	0	68	—	—	—	-5
10	0	+1	60	—	—	—	—	—	—	—	—	—	0
11	0	-1	50	+150	-6	544	—	—	—	—	—	—	0
12	0	+2	301	0	-2	282	0	+2	65	—	—	—	0
13	+150	-4	350	200	-1	278	0	+1	54	—	—	—	0
14	0	-2	302	+500	-1	194	0	-1	56	—	—	—	—
15	—	—	—	0	-1	233	0	-5	50	—	—	—	—
16	—	—	—	—	—	—	0	+5	58	—	—	—	0
17	—	—	—	0	-4	56	—	—	—	—	—	—	+15
18	—	—	—	0	0	49	—	—	—	—	—	—	0
19	—	—	—	0	+3	733	0	-2	72	—	—	—	0
20	—	—	—	+100	-10	791	0	-3	64	—	—	—	—
21	—	—	—	0	0	344	+150	0	67	—	—	—	—
22	—	—	—	0	0	354	0	-1	91	—	—	—	—
23	—	—	—	—	—	—	0	+3	65	—	—	—	—
24	—	—	—	—	—	—	0	+4	83	—	—	—	—
25	—	—	—	-350	-1	76	—	—	—	—	—	—	0
26	0	+3	349	+350	-4	78	—	—	—	—	—	—	0

RECEIVED
MAR 1 1
U.S. CUSTOMS

Bridge

Church Patch

SHEET ... OF ... SHEETS

Delays	3 axles	Vehicles	4 axles	Vehicles	Discount Coupons	Deposit	Pay Vehicle
—	—	—	0	+1	546	507.00	988.00	823
—	+2.50	0	0	+9	557	322.50	1371.50	1009
—	0	-7	+3.00	-13	788	150.00	1826.50	1277
—	-1.50	+2	—	—	—	363.50	962.50	768
—	0	-7	-1.50	+4	404	72.00	1846.00	1268
—	0	+6	188	—	—	456.50	1142.00	935
—	—	—	—	-1.50	-4	344	384.50	1064.50	854
—	—	—	—	+7.00	-6	594	458.00	1101.00	883
—	-5.00	-5	479	+1.50	-6	578	477.50	1393.00	1101
—	0	-5	450	0	-4	860	123.00	1954.00	1356
—	0	-2	362	0	-1	422	55.50	2014.50	1366
—	0	-3	204	—	—	—	381.50	1041.50	837
—	0	0	159	—	—	—	458.50	962.50	813
—	—	—	—	+2.50	-9	364	433.50	1125.00	900
—	—	—	—	-1.00	+5	498	398.00	902.50	756
—	0	+6	480	-3.00	+1	617	406.00	1523.00	1143
—	+1.50	0	444	0	+6	903	130.50	1995.00	1395
—	0	-4	395	0	+26*	975	36.00	2095.00	1410
—	0	+1	307	—	—	—	367.50	1466.00	1096
—	0	+9	349	—	—	—	519.00	1545.00	1187
—	—	—	—	+1.50	0	808	485.50	1552.50	1199
—	—	—	—	-.50	+11	832	512.50	1638.00	1254
—	0	+6	576	+3.00	0	876	389.00	2052.00	1501
—	0	0	548	0	+26**	1012	120.50	2375.00	1635
—	0	+1	563	-.50	+23***	1061	66.00	2486.00	1697
—	0	-2	204	0	-1	358	414.50	1234.50	968

Form 734-147

OREGON STATE HIGHWAY DEPARTMENT

COLUMNAR TABULATION SHEET

6499

1-73

Astoria

State Printing

1973	Bess			MacDonald			Hensley			Atkins			
	ft	Axles	Vehicles	ft	Axles	Vehicles	ft	Axles	Vehicles	ft	Axles	Vehicles	ft
Jan-1	0	-5	71	0	+2	504	0	+1	271	–	–	–	–
2	-2.00	+3	64	0	+2	369	0	-3	166	–	–	–	–
3	–	–	–	0	+2	306	0	-3	142	–	–	–	0
4	–	–	–	+1.50	-4	263	0	0	177	–	–	–	0
5	0	-4	434	–	–	–			–	–	–	–	0
6	0	+2	559	–	–	–	–		–	–	–	–	0
7	-1.00	-4	359	0	-3	219	–	–	–	–	–	–	0
8	+1.50	+4	453	0	+4	150	0	-1	47	–	–	–	–
9	0	+7	258	0	-6	150	0	-2	48	–	–	–	–
10	–	–	–	0	+5	182	0	-3	401	–	–	–	0
11	–	–	–	0	-4	152	+1.50	-6	251	–	–	–	0
12	0	-1	264	–	–	–	0	-1	254	–	–	–	0
13	0	+1	494	–	–	–	–		–	–	–	–	0
14	0	-3	374	0	-3	283	–		–	–	–	–	0
15	0	-8	431	0	+4	194	0	-2	350	–	–	–	–
16	0	-3	499	–	–	–	0	0	44	–	–	–	
17	–	–	–	+.50	+1	188	0	+1	300	–	–	–	0
18	–	–	–	0	+6	177	0	+4	286	–	–	–	-15
19	0	-1	275	–	–	–	-1.50	-3	287	–	–	–	0
20	0	+2	623	–	–	–	–		–	–	–	–	0
21	-1.50	0	563	0	-5	365	–	–	–	–	–	–	0
22	+1.50	0	484	0	-3	238	0	+2	58	–	–	–	–
23	0	0	463	-.50	-5	218	0	-2	60	–	–	–	–
24	–	–	–	0	0	145	-1.50	-8	219	–	–	–	0
25	–	–	–	0	+4	140	0	0	259	–	–	–	0
26	+.50	-7	503	–	–	–	–		–	–	–	–	0

NOTED
H. S. COULTER

e Bridge

church Patch

SHEET ..... OF ..... SHEETS

ls	#1 Axles	#1 Vehicles	#2	#2 Axles	#2 Vehicles				Discount Coupons	Deposit	Pay Vehicle
	-	-	-	-					51.00	1230.50	842
	-	-	-1.50	+3	323				467.50	1122.50	902
	0	0	66	0	-2	263			354.00	925.00	754
	0	-2	55	0	0	273			376.00	913.50	741
	0	-2	47	0	-6	259			326.50	864.50	701
	0	-1	31	+1.50	0	281			123.50	1,212.00	858
	0	+3	40	-	-				61.50	869.50	613
	-	-	-	-	-				288.50	737.00	612
	-	-	-	0	0	281			304.50	801.50	657
	0	0	53	-	-				233.00	759.00	611
	0	+3	42	0	-2	229			314.50	818.50	659
	0	+1	56	*-1.50	+6	201			378.00	917.00	758
	0	0	34	0	0	316			133.00	1,153.50	834
	0	0	46	-	-				46.50	1,000.00	693
	-	-	-	-	-				254.50	828.50	651
	-	-	-	0	+1	308			315.50	892.00	726
	0	0	47	-.50	*+11	260			326.50	947.00	765
	-15.00	+1	58	+3.00	-2	258			323.00	878.00	709
	0	0	44	0	+9	288			325.50	1,110.50	876
	0	+1	62	+1.50	-8	320			148.00	1,399.00	1,001
	0	+1	39	-	-				55.50	1,397.00	963
	-	-	-	-	-				310.00	841.50	704
	-	-	-	-	-				317.50	903.00	725
	0	+2	54	-1.00	+1	234			258.50	800.00	637
	0	-1	51	+1.50	-6	248			325.50	816.50	682
	0	+3	50	-1.50	+7	318			251.50	1066.50	850

Form 2-141

OREGON STATE HIGHWAY DEPARTMENT

COLUMNAR TABULATION SHEET

Astoria Brid

State Printing

1973	Bass lb	Bass axles	Bass vehicles	MacDonald lb	MacDonald axles	MacDonald vehicles	Hensley lb	Hensley axles	Hensley vehicles	Atkins lb	Atkins axles	Atkins vehicles	Thure #	Thure axles
27	-4.50	+13	662	--	--	--	--	--	--	--	--	--	-15.00	+2
28	0	-4	575	0	-1	341	--	--	--	--	--	--	0	0
29	0	0	445	0	-3	184	0	+2	70	--	--	--	--	--
30	0	+2	281	0	-3	148	0	3	224	--	--	--	--	--
31	0	+1	279	1.00	-1	172	+1.00	-1	281	--	--	--	--	--
Total	-9.00 +3.50	-40 +35	9,353	+2.00 -1.50	-41 +30	5088	-3.00 +2.50	+27 -21	3845	--	--	--	300	+9 -6
Average + Shortage	-5.50	-5		+.50	-11		-.50	+6		--	--	--	300	+3
Total Deduction	12.50	75		3.50	71		5.50	48		--	--	--	30	15
Days Worked	23	23		22	22		21	21		--	--	--	10	20
Av. Deduction Per Day	.54	3.26		.16	3.23		.26	2.29		--	--	--	15	.75
Av. Deduction Per 1000 lb.	1.34	8.02		.69	13.95		1.43	1.248		--	--	--	12	15.59
Av. Veh. Per Day			407			281			183					
Days Over	3	9		2	9		2	12					0	9
Days Short	4	10		2	12		2	6					2	4
Day: Bal.	16	4		18	1		17	3					8	7

Bridge

Church

Pitch

SHEET ..... OF ..... SHEETS

Tues #	Tues	Vehicles	Wed	Wed	Veh	Discount Coupons	Deposit	Pay Vehicles
15°	+2	46	0	+3	307	156.50	1394.50	1010
0	0	41	–	–	–	58.50	1383.00	950
–	–	–	–	–	–	354.00	820.50	686
–	–	–	0	+1	53	357.50	841.50	690
–	–	–	0	-2	53	408.00	927.00	759
300	+9 −6	962	+750 -600	+42 -28	4893	8,104.00	30,569.50	23,619
300	+3		+150	+14		810.40		
30	15		13.50	70		7,293.60		
20	20		20	20		30,569.50		
15	.25		.68	3.50		37,863.10		ADT 762
12	15.59		2.76	14.31				
		48			245	NV. 1.6030		
10	9		4	9				
12	4		5	7				
18	7		11	4				

Bridge

Church Pitch

SHEET ..... OF ..... SHEETS

#	Vehicles		#	Vehicles		Discount Coupons	Deposit	Pay Vehicles
15°	+2	46	0	+3	307	156.50	1394.50	1010
0	0	41	–	–	–	58.50	1383.00	950
–	–	–	–	–	–	354.00	820.50	686
–	–	–	0	+1	53	357.50	841.50	690
–	–	–	0	-2	53	408.00	927.00	759
300	+9 -6	962	+7.50 -6.00	+42 -28	4893	8,104.00	30,569.50	23,619
300	+3		+1.50	+14		810.40		
300	15		13.50	70		7,293.60		
20	20		20	20		30,569.50		
15	.25		.68	3.50		37,863.10		ADT 762
12	15.59		2.76	14.31				
		48			245	AV. 1.6030		
0	9		4	9				
2	4		5	7				
18	7		11	4				

4-04a

FORM E-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

6499

Salem, Oregon
January 9, 1973

NOTED
A. E. JOHNSON

SUBJECT: Astoria Bridge Daily Toll Sales Report

To: Vern Skoog
CONTROLLER

You received a carbon copy of a letter from Mr. A. E. Johnson indicating he would like to pursue an analysis of our present methods of accounting at the Astoria Toll Bridge Facility and determine if there was any method or procedural changes that we could make to have an accounting at the end of each shift. I believe that the Accounting Division set up the present procedures and I would appreciate their analysis and consultation with us to determine what measures would be required to accomplish this.

J. B. Boyd
REGIONAL ENGINEER

JBB/jc

cc: A. E. Johnson ✓
R. N. Bothman

RECEIVED
JAN 9 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JAN 12 1973

FOR FILING

6499

5

Salem, Oregon
January 3, 1973

J. B. Boyd
Regional Engineer

Astoria Bridge Daily
Toll Sales Report

I have a copy of Mr. Eldon Everton's report to you concerning the gathering of tolls at the Astoria Bridge which indicates that an accounting of the monies vs. the actual usage is not possible until the following day.

Would you please investigate if it would be possible to determine this accounting at the end of each shift through the use of additional equipment and, if so, the estimated cost.

A. E. Johnson
Assistant State Highway Engineer

AEJ:ja

cc F. B. Klaboe
R. N. Bothman
V. E. Skoog

4-04a

REGION 2 ENGINEER
RECEIVED
DEC 13 1972
RE RCE RME RTE ROE
ULE GEO TA FILE

FORM E-30 (REV. 10-59)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Astoria, Oregon
15 December 1972

To: J. B. Boyd
Regional Engineer
Region II

SUBJECT: Astoria Bridge Daily
Toll Sales Report

I feel that the only way to fully explain the questions asked in Mr. A. E. Johnson's letter of 13 December 1972 is to give the step-by-step procedure that is followed. This procedure is as follows:

1. At the end of each shift the toll collector brings his money from the toll booth to the toll office. There he counts out the money that he always has in his change fund and then makes a count of the money he has taken in during his shift. A form is filled out by the toll collector (copy attached) showing the amount that he has taken in in each denomination and script and the total. This money and slip is then placed in a night deposit bag and tagged with his identification. This bag is then placed in the safe. At this time the man has no idea how much money the records will indicate he should have and all he is doing is giving an accurate accounting of the money that he does have. This same procedure is followed by each of the toll collectors. Normally there are three but when we have a 10-6 shift there are four deposit bags in the safe.

2. The first thing the next morning the secretary who handles the toll bridge money and reports goes to the toll office, opens the safe, and removes the deposit bags placed there by the toll collectors. She takes each bag individually and removes the money and the slip the toll collector filled. She then recounts the money filling out the slip on the right of where the toll collector filled it out verifying the amount that he has taken in. Again she has no idea what should be there but is verifying what he has stated he has. Quite often a discrepancy will appear. When it does she will recount the money to make sure that her count is correct. If her figures vary much from the toll collectors she makes contact with the toll collector and discusses it with him. She follows this same procedure until she has counted all of the money taken in for the preceding day's operation. All of this money is then placed in one bag and a bank deposit slip made out.

3. The secretary returns to the front office and calls the city police for an escort. When the escort arrives she takes the money from the previous day's operation to the bank. At the bank the bank officials again count the money to verify that the total figure is correct.

cc AE Johnson
RM Bathman

RECEIVED
DEC 21 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

4. Each morning shortly after 8:00 the tapes from both the register in the toll booth and the treadle machine in the toll office are cut and the tapes for the 24-hour period of the preceding day are brought to the office.

5. Using these tapes the Daily Toll Sales Report for the bridge is made out. It is not until this form has been completed that any discrepancy in the money is noted.

6. If at the completion of this report any discrepancy is noted and a recheck of the figures verify that there is indeed a shortage then an investigation is begun. On the day in question this report was not completed until shortly after 4:00 p.m.; therefore, Mr. Hensley who was working the 8-4 shift had left and contact was not made with him.

There have been previous times when there was a slight discrepancy in money and it turned up on the next report. What happened was that the collector put too much money into his change fund and the next day does not make the same mistake and instead of having a shortage has an overage. This is what the secretary was sure was the case on this day and due to the time of the day waited until the next day to make the check with the toll collector. At this time the steps outlined in my previous letter were taken to try and find the missing money. As was explained in the letter all steps taken failed to produce the money.

It should be stated here that generally the report is completed before 4:00 p.m. but prior to the week in question the secretary had been off all week. The other secretary had counted the money each day and made the bank deposit but her other activities prevented her from completing the reports. When the toll bridge secretary reported to work on Monday, 27 November, there were eight reports to be completed. It was catching up on these back reports the first part of the week that resulted in the report for 29 November not being completed until approximately 4:00. There was no way that the report could have been completed prior to the 30th of November but on a normal routine it would have been completed prior to 4:00 p.m.

Since this incident a letter has been written (a copy was submitted to you) to the toll collectors advising them that there was a possibility that they might be relaxing in their handling of the money as it had become routine with them. They were informed that this would cease and that they would make use of all the security measures that are available to them. It was pointed out that the responsibility for the security of the money was theirs and that they should take all possible means to assure that this security was the best that it could be.

I have also contacted our insurance carrier and advised him of the loss. On 14 December he called this office and advised the secretary that he would mail a $60 check in approximately one week to cover the loss. There will also be a proof of loss form that I will have to sign as a representative of the State upon receipt of this check.

This gives a rundown of how the money is accounted for and along with my previous letter you are aware of the steps that we have taken since discovering the loss. I feel that there is nothing else that we could have done or nothing more that we can do in this matter.

Eldon L. Everton
DISTRICT ENGINEER

ELE:jv
Enc.

OREGON STATE
HIGHWAY DEPARTMENT

Form A-346 (10-66)

ASTORIA BRIDGE
TOLL COLLECTOR'S REVENUE SHEET

LANE: North (A-1) ☐ South (A-2) ☐ Both ☑

DATE: 1 2 72

SHIFT: 1 to 9

HOURS: 8 M. to 4 M.

	Denomination	Amount	Verified	Remarks
BILLS	$100			
	$ 50			
	$ 20	80.00	80—	
	$ 10	30.00	30—	
	$ 5	140.00	140—	
	$ 2			
	$ 1	261.00	261—	
COINS	DOLLARS			
	HALVES			
	QUARTERS	40.25	40.25	57
	DIMES	4 30	4.30	22
	NICKLES	95	.95	41
	PENNIES			
CHECKS				
TOTAL CASH		556 50	556.50	
PLUS SCRIP		315.50	315.50	
TOTAL REVENUE		872 00		

85 50
66
164
315 50

[signature]
Collector

[signature]
Verified By

KEY NO. 50

INSTRUCTIONS: 1. Fill out one Revenue Sheet at end of shift. Be sure to enter the shift and hour data. Indicate by check mark whether you worked the North Lane, South Lane, or Both Lanes.

2. Sign this Revenue Sheet and deposit it along with revenues collected on your shift.

THE OHIO CASUALTY GROUP

KENNETH L. KIRK
MANAGER

CLAIM DEPARTMENT
[illegible] N. Main Boulevard
P. O. Box [illegible]
[illegible], Ohio [illegible]

December 18, 1972

NOTED
A. ENGINEER
FILE NO.

Eldon E. Everton
District Engineer
Oregon State Highway Department
P. O. Box [illegible]
[illegible], Oregon 9[illegible]

RE: CRE H-261390-C
STATE OF OREGON
THE OREGON STATE HIGHWAY DEPT.

Dear Mr. Everton:

You will find attached our receipt for payment in the amount of $60 covering your loss as reported occurring on November 29th, 1972 and reported to this company by your letter of December 5th, 1972.

Please sign this receipt for payment and in your capacity as District Engineer for the Oregon State Highway Department with the responsibility of the Astoria Toll Bridge, and return it to me in the self-addressed envelope enclosed.

If recovery of these monies is made, please advise this writer.

Very truly yours,

OHIO CASUALTY INSURANCE CO.

Carl F. Plass
Claim Department

C.F./ct
cc: L. J. Smith-PCD

RECEIVED
DEC 27 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

THE OHIO CASUALTY GROUP

HENRY P. L. ...
Manager

CLAIM DEPARTMENT
... N. E. Sandy Boulevard
P. O. Box 11042
PORTLAND, OREGON ...

December 18, 1972

NOTED
J. INMAN
FILE NO.

Eldon E. Everton
District Engineer
Oregon State Highway Department
P. O. Box 66
Astoria, Oregon 9...

RE: ORE H-261[illegible]-C
STATE OF OREGON
ex rel OREGON STATE HIGHWAY DEPT.

Dear Mr. Everton:

You will find attached our receipt for payment in the amount of $60 covering your loss as reported occurring on November 29th, 1972 and reported to this company by your letter of December 5th, 1972.

Please sign this receipt for payment and in your capacity as District Engineer for the Oregon State Highway Department with the responsibility of the Astoria Toll Bridge, and return it to us in the self-addressed envelope enclosed.

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Very truly yours,

OHIO CASUALTY INSURANCE CO.

Carl F. Plass
Claim Department

...:/ct
cc: A. J. Bu...-PCD

RECEIVED
DEC 27 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

THE FOLLOWING IS TO BE COMPLETED IN EVERY INSTANCE.
ROBBERY, THEFT, LARCENY OF MOTOR VEHICLE CLAIMS

RECEIPT FOR PAYMENT AND ASSIGNMENT OF INTEREST

Received of ☐ The Ohio Casualty Insurance Co. ☐ (illegible) Insurance Co.
☐ West American Insurance Co. ☐ American Fire & Casualty Co.

the sum of [illegible] ($[illegible])

in full and final settlement of claim for loss by [illegible]

occurring on [illegible], [illegible], at [illegible]

In consideration of the payment of this claim I (or We) hereby invest the said Company with full right of ownership in and title to all of the articles or property for which payment is made and agree to immediately notify the Company in case of any recovery of the property for which payment is made. I (or We) also agree to turn over to the Company any such recovery which may be made or to reimburse the Company in full to the extent of the payment for such property which may be recovered; and in further consideration of the said payment I (or We) hereby also subrogate to the said Company our (my or our) claims or rights against any third person or persons to the amount of the loss and all expenses incurred in settlement thereof, and I (or We) do hereby at any time and from time to time hereafter agree at any time to execute any and all papers necessary to assure to the said Company all said claims or rights.

Signed and witnessed this 21 day of Dec. 1972.

[illegible]
Witness

[signature]
Insured

[illegible]
Witness

[illegible]
Insured

CERTIFICATE OF SATISFACTION

THIS IS TO CERTIFY, that the loss and damage by [illegible]

of [illegible] day of [illegible], 19[illegible] to [illegible]

[illegible]

has been repaired/ replaced to [illegible] entire satisfaction by [illegible]
(my or our)

[illegible] the cost of such repairs/ replacements to be paid to them whose receipt shall be sufficient acquittance for all claims under policy no. [illegible] for loss and damage by reason of said [illegible]

[illegible]
Witness

[illegible]
Insured

[illegible]
Witness

[illegible]
Insured

RECEIVED
DEC 27 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
DEC 27 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

753769

☒ THE OHIO CASUALTY INSURANCE CO. ☐ AMERICAN FIRE AND CASUALTY CO.

☐ WEST AMERICAN INSURANCE CO. ☐ OHIO SECURITY INSURANCE CO. ☐ THE OHIO LIFE INSURANCE CO.

Dec 19 1972

PAY to the order of Oregon State Hwy. Dept. / Ass't Toll Bridge Adm. CO

Sixty and 00/xx DOLLARS

Policy No. BOP 345273 Claim No. ORE 11-C Date of Loss 11-30 1972

Insured: State of Oregon / Oregon State Hwy Dept. Re: assessment loss funds at Astoria Toll Bridge.

PAYABLE THROUGH
THE FIRST NATIONAL BANK & TRUST COMPANY
HAMILTON, OHIO

⑈753769⑈ ⑆042200911⑆ 816 87

753769

[X] THE OHIO CASUALTY INSURANCE CO. [ ] AMERICAN FIRE AND CASUALTY CO.

[ ] WEST AMERICAN INSURANCE CO. [ ] OHIO SECURITY INSURANCE CO. [ ] THE OHIO LIFE INSURANCE CO.

Dec 19 1972

PAY to the order of Oregon State Hwy. Dept. / Ass't Toll Bridge & Ld. CO

Sixty and 00/xx DOLLARS

Policy No. BOP 395273 Claim No. ORE H-[illegible]-C Date of Loss 11-30 1972

Insured: State of Oregon / Oregon State Hwy [illegible] Reimbursement loss funds at Astoria Toll Bridge.

PAYABLE THROUGH
THE FIRST NATIONAL BANK & TRUST COMPANY
HAMILTON, OHIO

20-91
432

⑈753769⑈ ⑆0422⑈0091⑆ 338 8⑈

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DEC 18 1972
FOR FILING
6499

Salem, Oregon
December 13, 1972

J. B. Boyd
Regional Engineer

Astoria Bridge Daily
Toll Sales Report

I have the subject report for November 29 which indicates a shortage on the second shift of $60. A report by Eldon Everton, District Engineer, indicates that the $60 shortage was not discovered until the following day when making out the report for November 30. His report states:

"...This error was not discovered until Mr. Hensley had left work on 30 November so was unable to question him about it..."

It would appear that it would be prudent to have a check made at the end of each shift and will you please investigate and report why this procedure is not followed. Also, please report what has been done to correct the situation which occurred on November 29.

A. E. Johnson
Assistant State Highway Engineer

AEJ:ja

cc Tom Edwards
F. B. Klaboe
R. N. Bothman
V. E. Skoog

OREGON STATE HIGHWAY DIVISION

Form A-341 (Rev. 2-71)

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

Key No.	TOLL COLLECTOR		$1.50 Auto	$2.00 Auto - Trailer 1-Axle	$2.00 Auto - Trailer 2-Axle	$3.00 Truck and Bus - 2-Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4.00 Truck Combo - 6-Axle
	1st Shift	N	38			1	4			1	
		S									
		T									
	2nd Shift	N									
		S	226								
		T									
	3rd Shift	N									
		S				3					
		T									
	Extra Shift	N									
		S									
		T									
	NO. OF VEHICLES BY CLASSIFICATION										
	NO. OF AXLES BY CLASSIFICATION		2	3	4	2	3	3	4	5	6
	RECEIPTS BY CLASSIFICATION		1047.00	4.00		66.					

SECTION 2—CASH RECONCILIATION

	Computed Receipts Per Shift	Less Coupons	Net Computed Cash Receipts	Cash Collected	Cash Over	Cash Short
FIRST SHIFT						
SECOND SHIFT						**
THIRD SHIFT						
EXTRA SHIFT						
DAILY TOTALS						

SECTION 3—TRAFF

Treadle Count		
Forward	Less Reverse	Net Axles
154		154
1196	6	1190
472		472
1822	6	

Explanation of cash over or short and other remarks: ** See attached sheet for explanation of $60.00 shortage.

Note: Enter number of axles from "Police, Emergency or Military Vehicle Signature Receipt Log," Form A-342.

SP*52007-73

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

DATE [illegible]

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

$3.00 Truck and Bus - 2-Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4.00 Truck Combo - 6-Axle	$4.00 Truck Combo - 7-Axle	$4.00 Truck Combo - 8-Axle	$1.00 Motorcycle or Bicycle	NON-REVENUE No. of Vehicles	NON-REVENUE No. of Axles	TOTAL VEHICLES PER SHIFT
				1							
										2	32
										6	
										[illegible]	2[illegible]
										2	
									3	26	5[illegible]
										4	
									4		
											3[illegible]
[illegible]	22	[illegible]	[illegible]	[illegible]					[illegible]		Total Vehicles [illegible]
2	3	3	4	5	6	7	8	2	See note		Computed Axles [illegible]
66.	[illegible]	2.	[illegible]	[illegible]	[illegible]				Total Computed Receipts		$1399.00

[illegible]TION

Cash Collected	Cash Over	Cash Short
[illegible].50		
556.50		[illegible]
223.00		
908.00		[illegible]

SECTION 3—TRAFFIC SUMMARY

Treadle Count Forward	Treadle Count Less Reverse	Treadle Count Net Axles	Computed Axle Count	Axles Over	Axles Short
254		254	254		
339	[illegible]	339	338		3
472		[illegible]	47[illegible]		[illegible]
[illegible]02	[illegible]	[illegible]	[illegible]		

AXLE COUNT COMPARISON

TREADLE

A1-NB FWD.	A1-NB REV.	A2-SB FWD.	A2-SB REV.
[illegible]	5	930	

COMPUTED

NORTH-BOUND	SOUTH-BOUND
[illegible]22	927

CASH DEPOSITED

$ [illegible]

sheet for explanation. [illegible]

Signature

cy ad 12-4-[illegible]

eipt Log," Form A-342.

SP°52007-734

Eldon L. Everton
DISTRICT ENGINEER

RECEIVED
DEC 4 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Opening Date
July 29, 1966

ASTORIA BRIDGE FIGURES
Toll Vehicles Only

Yearly ADT:
1967-1149
1968-1154
1969-1211
1970-1316
1971-1413

Year	Month	Total	Accumulative	ADT
1966	July	10,677	10,677	3,559
	Aug.	82,879	93,556	2,674
	Sept.	50,242	143,798	1,675
	Oct.	27,938	171,736	901
	Nov.	20,290	192,026	676
	Dec.	17,896	209,922	577
1967	Jan.	16,832	226,754	543
	Feb.	18,825	245,579	672
	Mar.	23,882	269,461	770
	Apr.	24,748	294,209	825
	May	31,121	325,330	1,004
	June	41,586	366,916	1,386
	July	65,778	432,694	2,122
	Aug.	85,646	518,340	2,763
	Sept.	50,871	569,211	1,696
	Oct.	22,977	592,188	741
	Nov.	19,771	611,959	659
	Dec.	17,179	629,138	554
1968	Jan.	16,509	645,647	533
	Feb.	18,687	664,334	644
	Mar.	24,854	689,188	802
	Apr.	26,254	715,442	875
	May	32,028	749,470	1,033
	June	45,114	792,584	1,503
	July	68,782	861,366	2,219
	Aug.	82,145	943,511	2,650
	Sept.	46,724	990,235	1,557
	Oct.	24,590	1,014,825	793
	Nov.	19,816	1,034,641	661
	Dec.	16,857	1,051,498	544
1969	Jan.	12,064	1,063,562	389
	Feb.	16,906	1,080,468	604
	Mar.	27,552	1,108,020	889
	Apr.	27,929	1,135,949	931
	May	39,148	1,175,097	1,263
	June	48,036	1,223,133	1,601
	July	66,600	1,289,733	2,148
	Aug.	87,783	1,377,516	2,832
	Sept.	46,757	1,424,273	1,559
	Oct.	26,525	1,450,798	856
	Nov.	22,676	1,473,474	756
	Dec.	20,008	1,493,482	645
1970	Jan.	18,507	1,511,989	597
	Feb.	21,259	1,533,248	759
	Mar.	28,733	1,561,981	927
	Apr.	27,478	1,589,459	916
	May	39,660	1,629,119	1,279
	June	51,133	1,680,252	1,704
	July	71,506	1,751,758	2,307
	Aug.	93,360	1,845,118	3,012
	Sept.	56,107	1,901,225	1,870
	Oct.	29,275	1,930,500	944
	Nov.	22,537	1,953,037	751
	Dec.	20,627	1,973,664	665
1971	Jan.	18,042	1,991,706	582
	Feb.	23,693	2,015,399	846
	Mar.	27,449	2,042,848	885
	Apr.	33,434	2,076,282	1,114
	May	41,860	2,118,142	1,350
	June	50,090	2,168,232	1,670
	July	78,760	2,246,992	2,541
	Aug.	100,857	2,347,849	3,253
	Sept.	60,603	2,408,452	2,020
	Oct.	33,603	2,442,055	1,084
	Nov.	24,358	2,466,413	812
	Dec.	22,925	2,489,338	740
1972	Jan.	20,602	2,509,940	665
	Feb.	23,437	2,533,377	808
	Mar.	32,910	2,566,287	1,062
	Apr.	35,039	2,601,326	1,168
	May	44,790	2,646,116	1,445
	June	51,561	2,697,677	1,719
	July	81,032	2,778,709	2,614
	Aug.	105,808	2,884,517	3,413
	Sept.	62,161	2,946,678	2,072
	Oct.	34,741	2,981,419	1,121
	Nov.			
	Dec.			
1973	Jan.			
	Feb.			
	Mar.			
	Apr.			
	May			
	June			
	July			
	Aug.			
	Sept.			
	Oct.			
	Nov.			
	Dec.			

NOTED
E. S. HUNTER

RECEIVED
NOV 9 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

ASTORIA TOL

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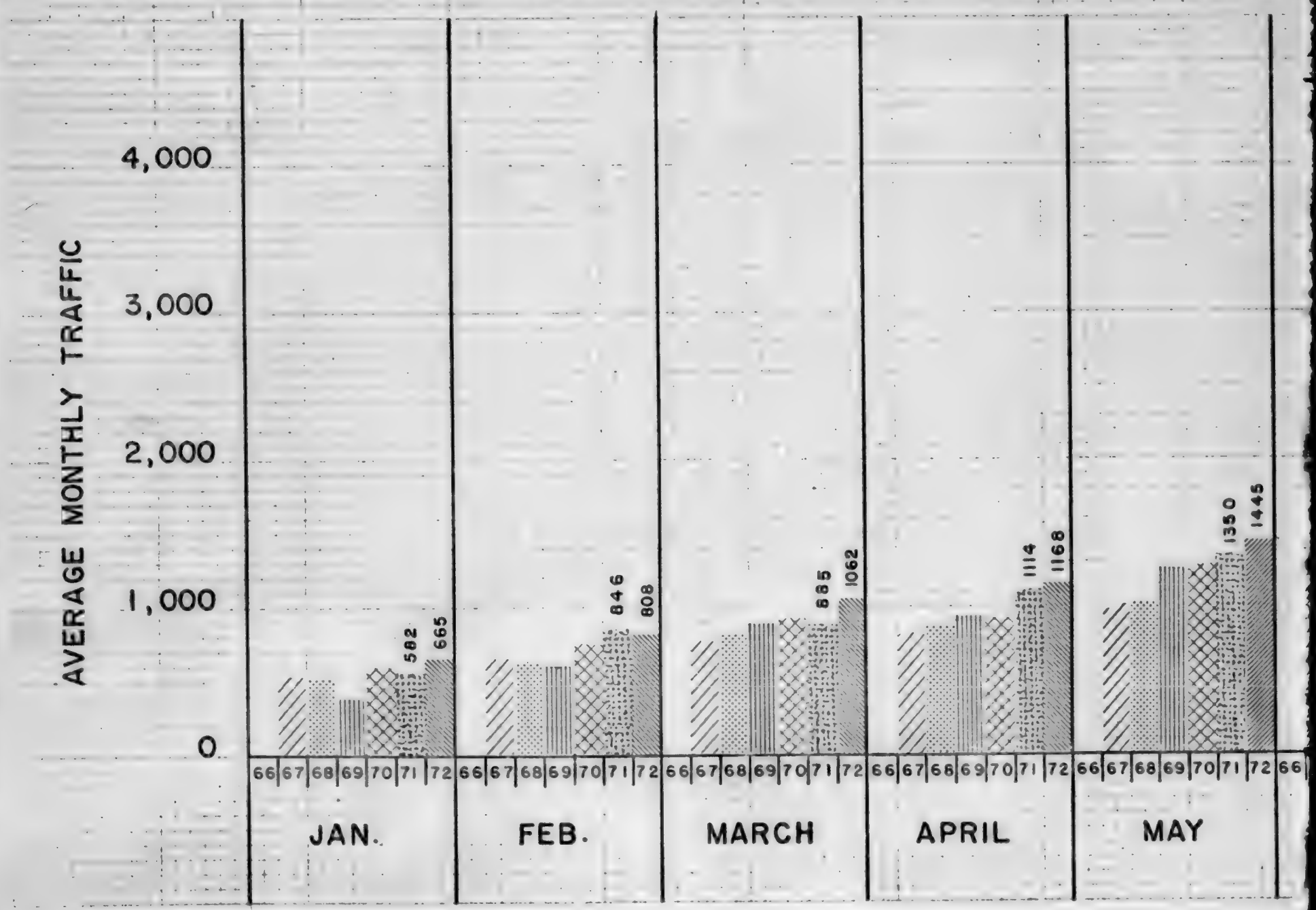
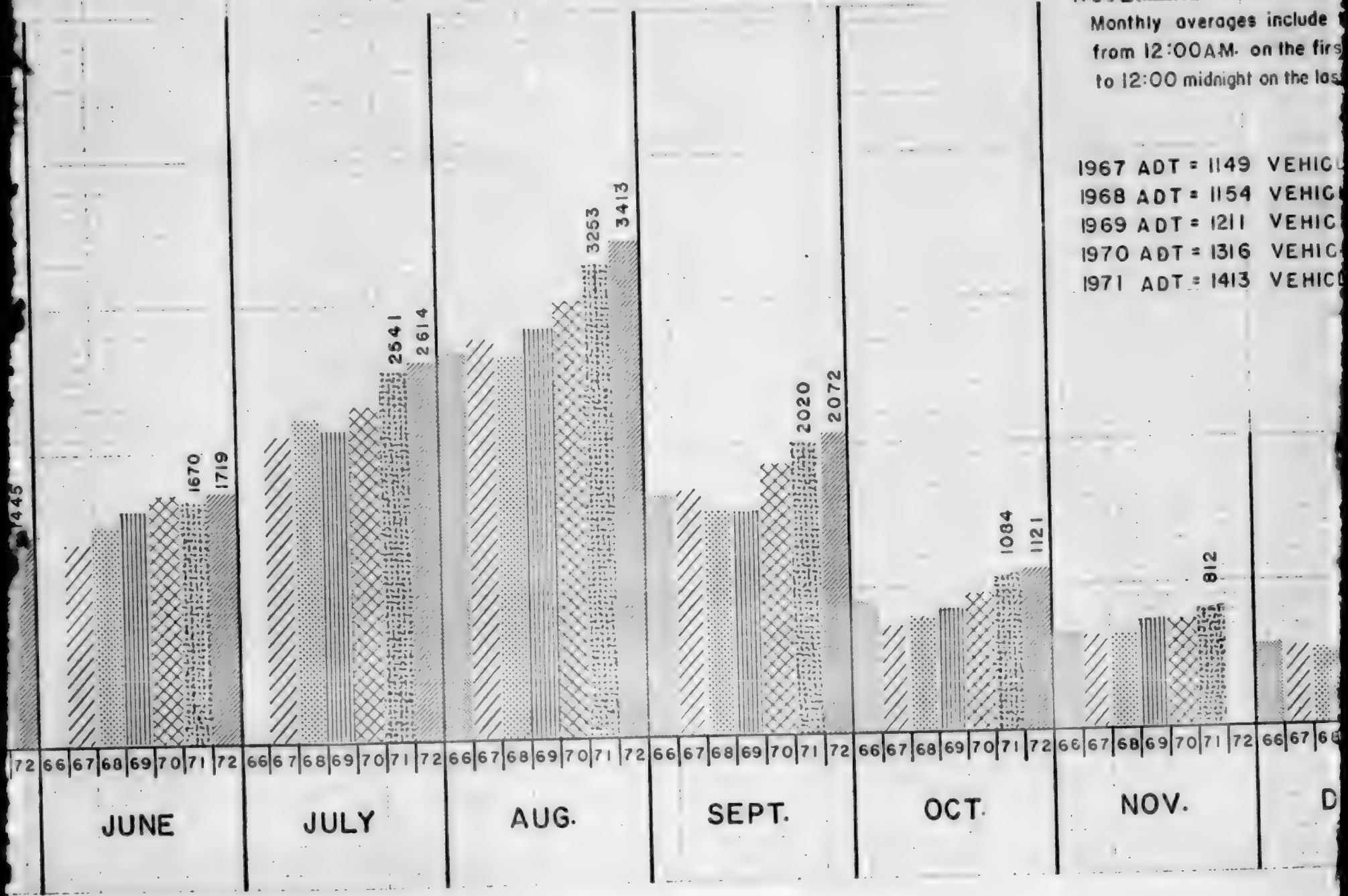


TOLL BRIDGE TRAFFIC COUNTS

INCLUDE NON-REVENUE VEHICLES)

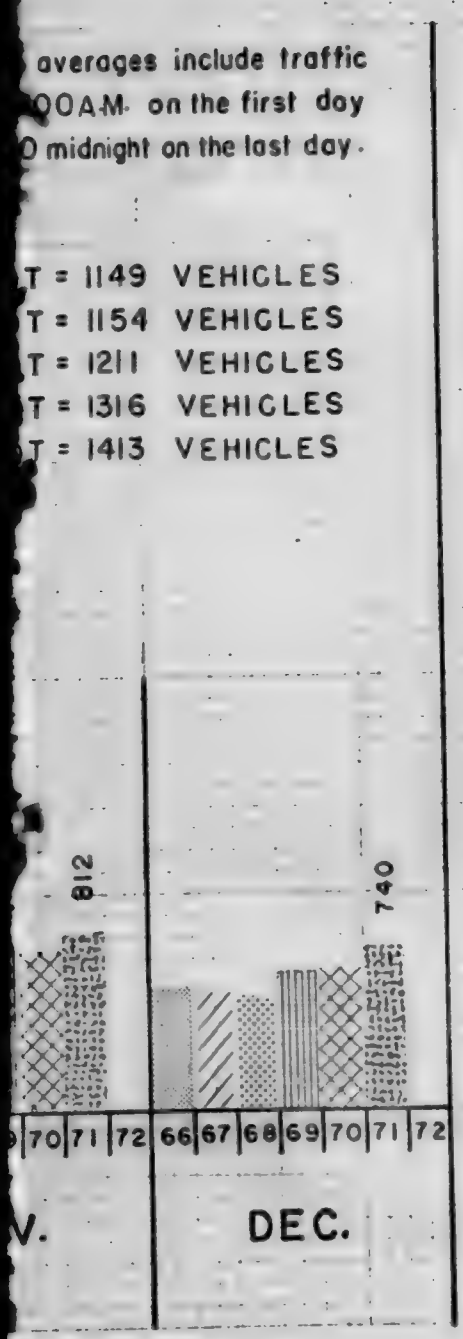


NOTE:
Monthly averages include t
from 12:00A.M. on the firs
to 12:00 midnight on the las

1967 ADT = 1149 VEHICL
1968 ADT = 1154 VEHICL
1969 ADT = 1211 VEHICL
1970 ADT = 1316 VEHICL
1971 ADT = 1413 VEHICL

averages include traffic
00A.M. on the first day
0 midnight on the last day.

T = 1149 VEHICLES
T = 1154 VEHICLES
T = 1211 VEHICLES
T = 1316 VEHICLES
T = 1413 VEHICLES



RECEIVED
OCT 26 1972
HIGHWAYS

4-04a

6499

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

October 20, 1972
Salem, Oregon

SUBJECT: Free Passage
Astoria Bridge

To: Eldon Everton
DISTRICT ENGINEER

In reply to the letter dated October 16, 1972 to you from Capt. James R. Newton of the Oregon Army National Guard, please be advised that this matter has been subject to discussion in the past.

Attached are letters from E. S. Hunter to R. D. Asburry dated April 24, 1969, and Forrest Cooper to the Honorable Wendell Wyatt dated February 3, 1969 in which it is stated that free passage would be granted to U.S. military personnel, if the person is in uniform and in a government-owned vehicle. This policy is still in effect.

Attached are other misc. letters regarding the matter.

J. B. Boyd
REGIONAL ENGINEER

JBB/sr

cc: Tom Edwards ✓

RECEIVED
STATE HWY ENGR
OCT 24 '72
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File ✓

NOTED
J. INFINGER
FILE NO.

OREGON ARMY NATIONAL GUARD
Headquarters 1249th Engineer Battalion (Combat) (Army)
2310 17th Street, NE
Salem, Oregon 97303

16 October 1972

Mr. Eldon Everton
Oregon State Highway Division
PO Box 686
Astoria, Oregon 97103

Dear Mr. Everton:

During a visit to the 162d Engineer Company, Oregon Army National Guard, located in Astoria, it was brought to my attention that members of the National Guard who reside in the State of Washington are being required to pay the $1.50 toll for crossing the Astoria-Megler Bridge when going to and from Guard drills.

Guidance to members of the Guard in this matter is contained in the Oregon Military Code which was passed by the Fifty-first session of the Oregon Legislature in the spring of 1961 and became law on 9 August 1961. The Oregon Military Code consists of Chapters 396, 398 and 399 of the Oregon Revised Statutes (ORS).

ORS 399.145 pertaining to free passage through tollgates and tunnels and over tollbridges and ferries states "Any person belonging to the organized militia shall, together with the conveyance in his charge, be allowed to pass free through all tollgates and tunnels and over all tollbridges and also over all ferries if he is in uniform or presents an order for duty or certificate of an order for duty".

Please advise me of your implementing requirements so I may pass the information on to the Commander and members of the Astoria National Guard unit.

Sincerely yours,

JAMES R. NEWTON
CPT, CE, ORARNG
Command Administrative Asst

ASTORIA BRIDGE FIGURES

Toll Vehicles Only

Opening Date
July 29, 1966

Yearly ADT:
1967-1149
1968-1154
1969-1211
1970-1316
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	Mar.	23,882	269,461	770
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	Mar.	24,854	689,188	802
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	Sept.	56,107	1,901,225	1,870
	Oct.	29,275	1,930,500	944
	Nov.	22,537	1,953,037	751
	Dec.	20,627	1,973,664	665
1971	Jan.	18,042	1,991,706	582
	Feb.	23,693	2,015,399	846
	Mar.	27,449	2,042,848	885
	Apr.	33,434	2,076,282	1,114
	May	41,860	2,118,142	1,350
	June	50,090	2,168,232	1,670
	July	78,760	2,246,992	2,541
	Aug.	100,857	2,347,849	3,253
	Sept.	60,603	2,408,452	2,020
	Oct.	33,603	2,442,055	1,084
	Nov.	24,358	2,466,413	812
	Dec.	22,925	2,489,338	740
1972	Jan.	20,602	2,509,940	665
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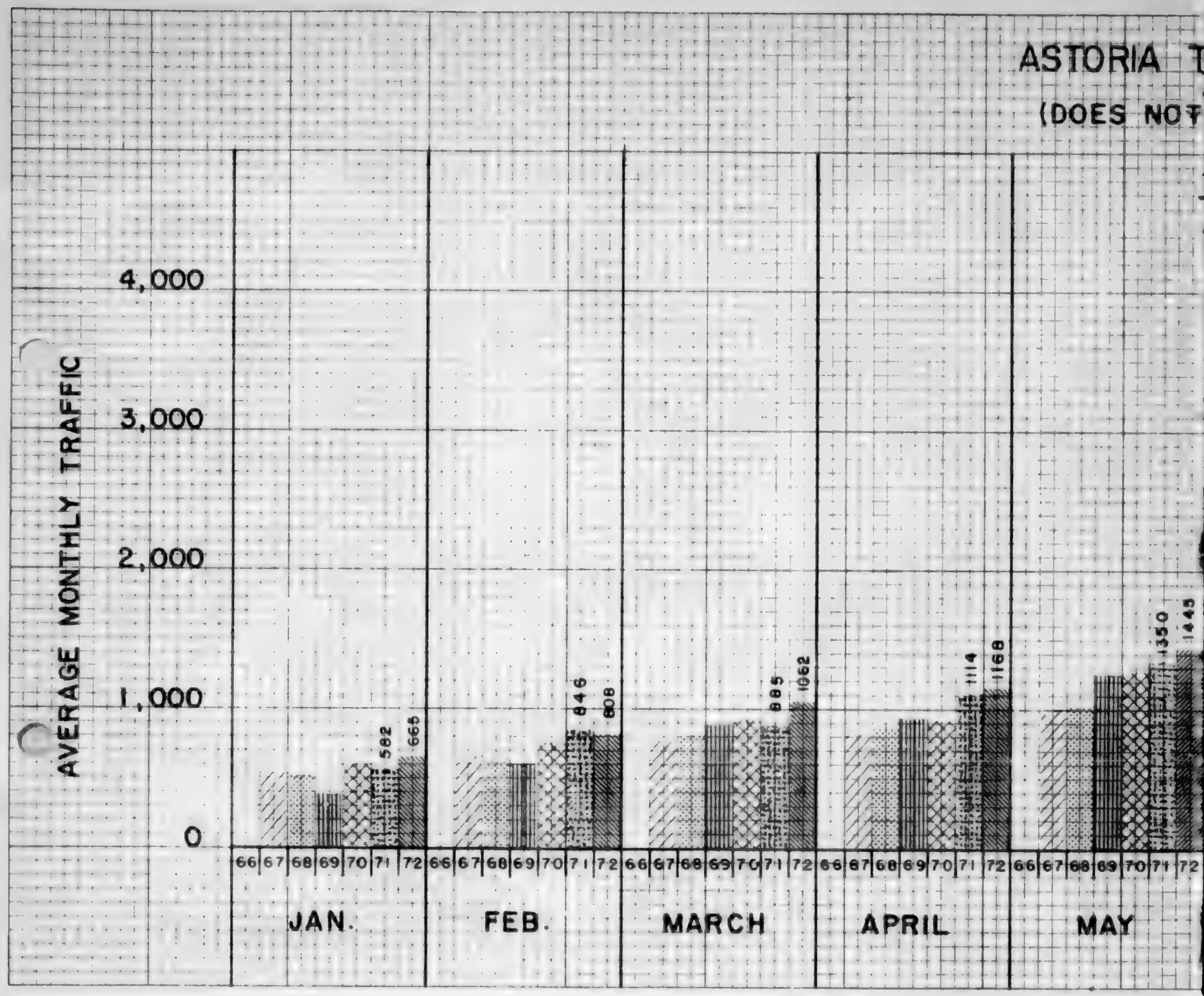
	Sept.	62,161	2,946,678	2,072
	Oct.			
	Nov.			
	Dec.			
1973	Jan.			
	Feb.			
	Mar.			
	Apr.			
	May			
	June			
	July			
	Aug.			
	Sept.			
	Oct.			
	Nov.			
	Dec.			

NOTED
E. S. HUNTER

ASTORIA T

(DOES NOT



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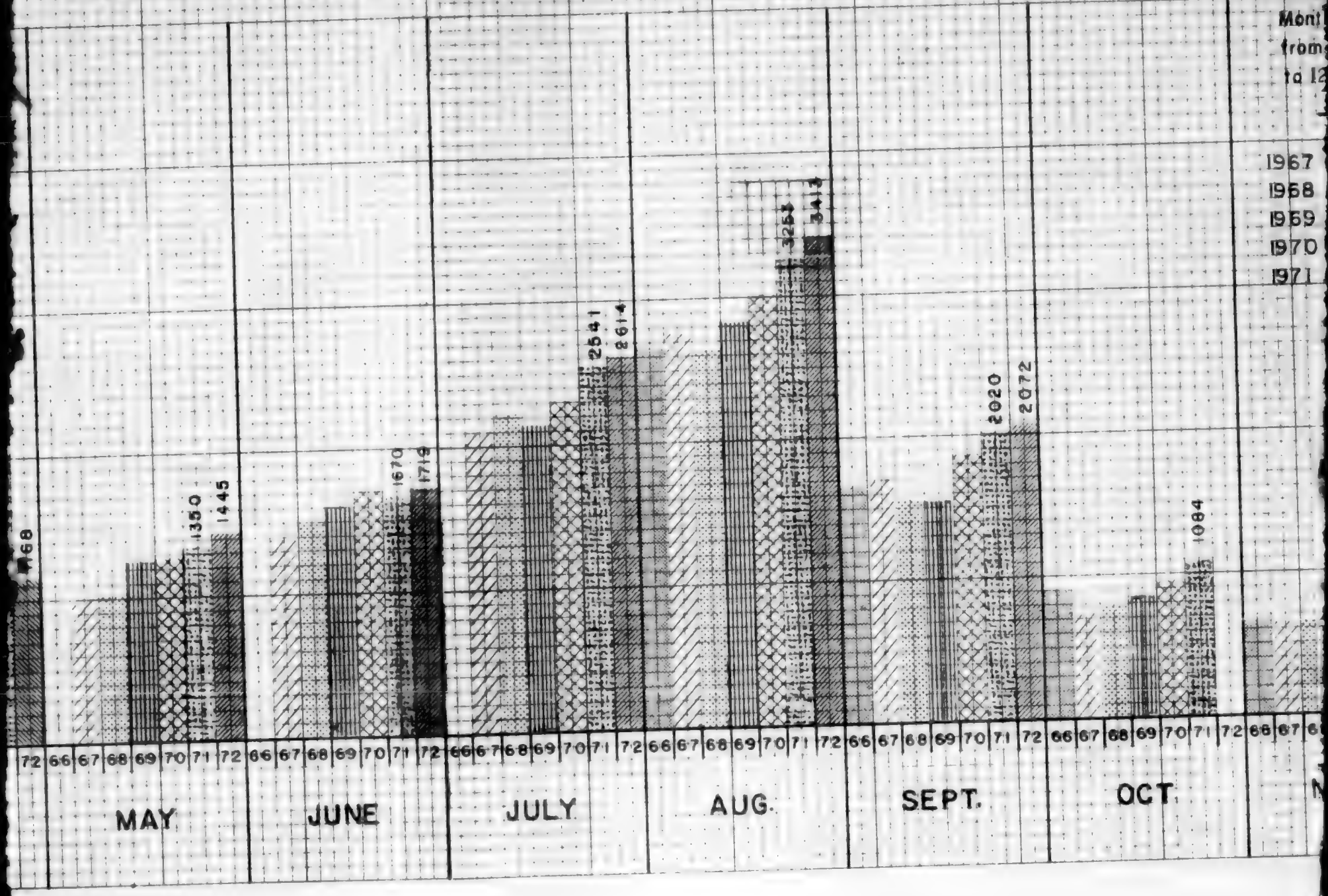
PAPER CO NO. C3190 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS

ASTORIA TOLL BRIDGE TRAFFIC COUNTS

(DOES NOT INCLUDE NON-REVENUE VEHICLES)

NOTE
Mont
from
to 12



CLEARPRINT CHARTS

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1015

CLEARPRINT PAPER CO NO. C3190 10 DIVISIONS

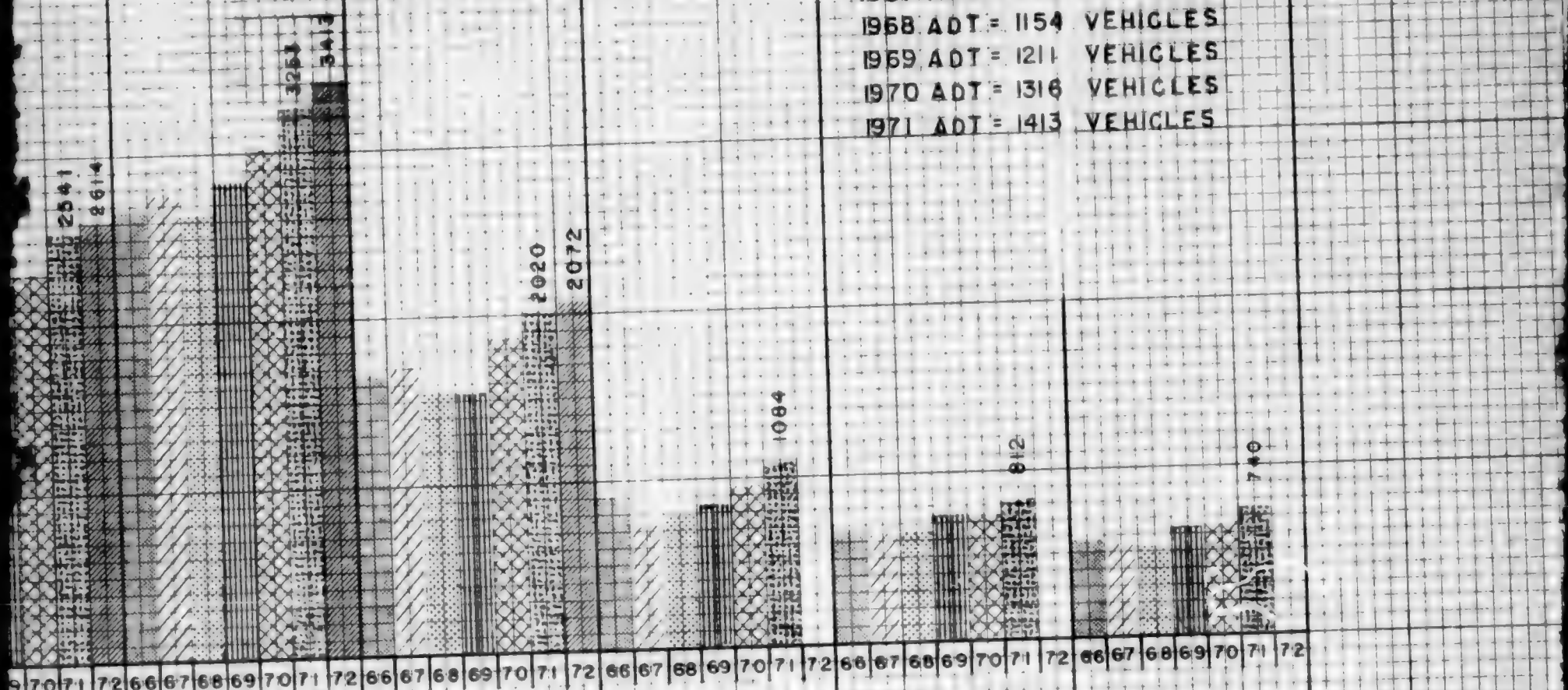
WAYS 70 X 100 DIVISIONS

FFIC COUNTS

NUE VEHICLES)

NOTE:
Monthly averages include traffic from 12:00A.M. on the first day to 12:00 midnight on the last day.

1967 ADT = 1149 VEHICLES
1968 ADT = 1154 VEHICLES
1969 ADT = 1211 VEHICLES
1970 ADT = 1316 VEHICLES
1971 ADT = 1413 VEHICLES



CLEARPRINT PAPER CO. NO. C3190 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1018

6499

REGION 2 ENGINEER
RECEIVED
AUG 16 1972
RE | RCE | RME | RTE | ROE
ULE | GEO | TA | FILE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Astoria, Oregon
15 August 1972

NOTED
F. B. KLABOE

To: J. B. Boyd
Regional Engineer
Region II

SUBJECT: Astoria Toll Bridge

For your information I would like to report that on Sunday, 13 August, southbound traffic was backed up from the toll booth to just north of Pier 168. This condition lasted from approximately 3:00 p.m. till 7:00 p.m.

There were two men in the toll booth at all times and for a period of time around 4:00 there were three men but even then they could not clear the traffic. The main problem was that there was just more traffic coming south than the toll collectors could handle resulting in the backed up traffic. However, in discussing this with the toll collectors I found out that there were numerous occassions that they were stopped from taking money due to the fact that the traffic that had come off the Astoria Bridge could not continue south on the Oregon Coast nor get onto the Columbia River Highway from the stop sign just south of the toll booth. They indicated that this condition probably existed 18 to 20 times during this period and that even though it was not long in duration it was long enough that many cars could have passed through the toll booth. The actual traffic count records have not been completed for this weekend but the money take for the three day period was just $6 shy of $19,000 and higher than any other three day weekend that anyone in this office can remember. This was just a normal weekend with no special event in the area that I was aware of so this condition could have been worse if there had been some large activity such as the Astoria Regatta.

I have no ready solution and this information is given to you strictly for information. Some talk has been given about a traffic light at the junction of the Coast and Columbia River highways but I feel that this may create more problems than it will cure. Only other solution would be to widen the roadway at the approach and make it possible to take the toll from two southbound vehicles at the same time. This would also create some problems and unless the problem that was encountered this past weekend should become more frequent then I feel that possibly the best solution would be to leave things as they now exist. However, if the condition that we just encountered was to become more frequent and there are indications to believe that it might, then I feel some change would have to be made and I feel that some thought as to what these changes could be should be undertaken now.

CC R N Boothman
F B Klaboe
For your information

Eldon L. Everton
DISTRICT ENGINEER

ELE:jv

RECEIVED
STATE HWY ENGR
AUG 22'72
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

6477

May 3, 1972

Mr. Robert D. Gemmann
Manager, Marine Department
Marsh & McLennan, Inc.
1100 Georgia-Pacific Building
Portland, OR 97204

Dear Mr. Gemmann:

Relative to your April 27 letter, we have, through use of the Oregon State Highway Division price index, determined a replacement value for the portion of the Astoria-Megler bridge covered by the current insurance policy.

The original cost of construction was $22,896,000. The Oregon State Highway Division price index for structures for 1966 was 91.7 and for 1971 the index had increased to 129.4. Prorated to June 1972, the index would be 136.9; thus, the increases from 1966 to June of 1972 would be 49 percent. This, applied to the original construction cost, gives a replacement cost of $34,115,000. The present replacement value of the portion of the bridge involved is $27,292,000.

I trust this is the information you require in order to obtain the best renewal for this structure.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

Attachments
cc A. E. Johnson
F. B. Klaboe
V. E. Skoog
W. J. Hart
Floyd Query
RWE:ag ms

ASTORIA BRIDGE
Bridge No. 7949

Bridge Opened to Traffic 7/29/66

Contract No.			Construction Cost	Use
6124 Piers	4-1803 (DeLong)	11/5/72 - 4/13/64		
	RWE Estimate of work	completed	$ 4,724,406.56	---
		Liquidated Damages	- 330,000	
		Engineering		$ 725,000
	RWE projected total cost had DeLong completed		$ 7,614,422.99	$ 7,614,423
6467 Piers	4-1806 (Raymond)	7/30/64 - 12/5/65		
	Final Estimate		$ 5,339,929.32	---
		Liquidated Damages	- 32,000	
6268 Super-structure	4-1805 (U.S. SteelCorp)	12/16/63 - 11/9/66		
	Final Estimate		$10,203,343.11	$10,203,343
		Engineering		$ 258,681
6246 Viaduct	4-1804 (P-G)	8/2/63 - 9/15/65		
	Final Estimate		$ 3,885,838.43	$ 3,885,838
		Liquidated Damages	- 10,000	
		Engineering		208,992
6499 Oregon Approach	4-1099(Pacific Conc.)	11/10/64 - 5/27/66		
	Final Estimate		$ 1,212,493.89	
6527 Riprap	4-1807(Umpqua R. Navigation Co.)	1/18/65 - 2/27/67		
	Final Estimate		$ 906,587.25	
				$22,896,277

Oregon State Highway Division Price Index
1966 - 91.7
Ave. 1971 - 129.4
Projected to June 1972 - 136.9

Difference = 136.9 - 91.7 = 45.2 = 49%

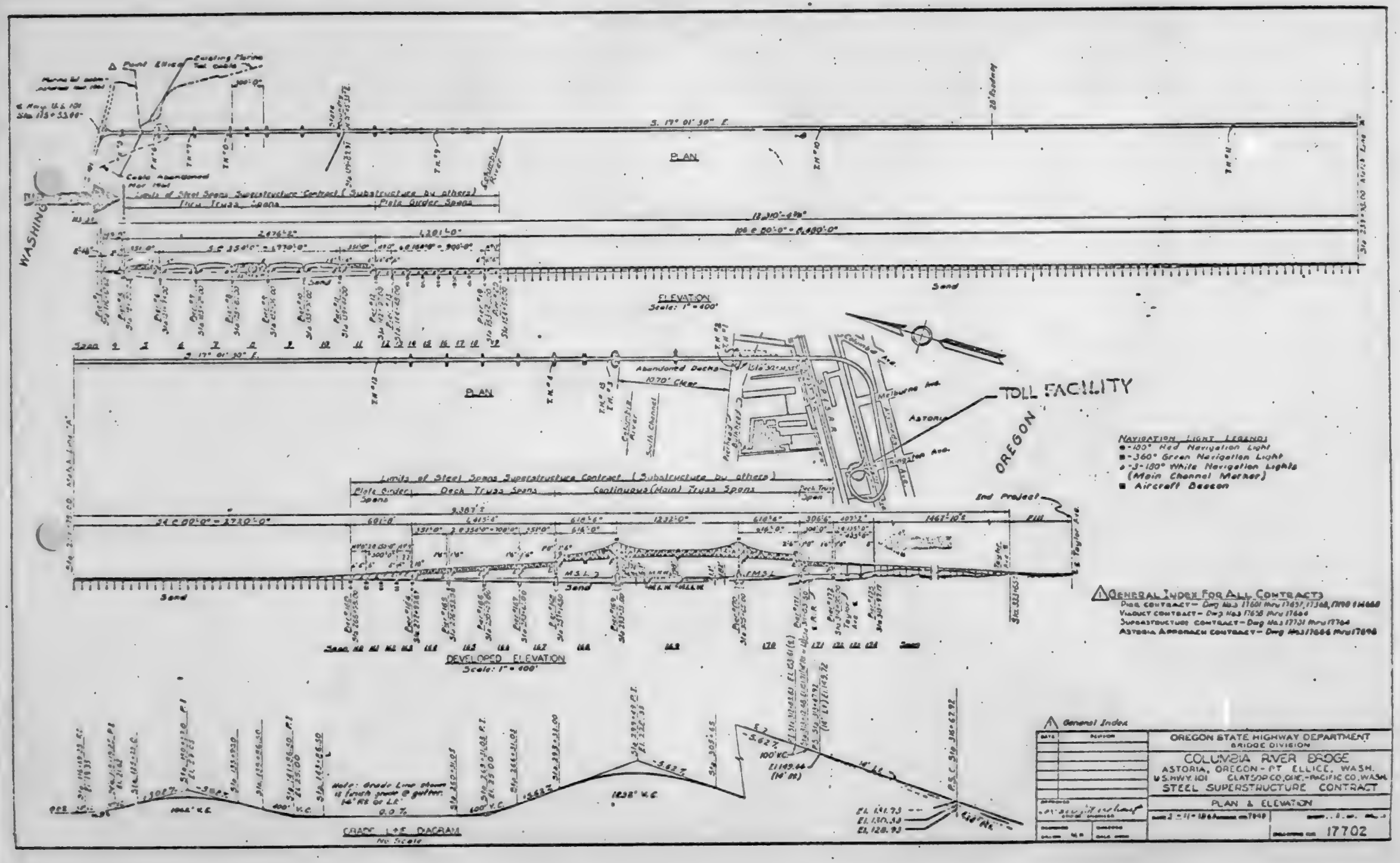
22,896,277 x .49 = $11,219,176

$34,115,453

80% Replacement Value = $27,292,362

LIMITS OF INSURED STRUCTURE

FROM STA 118+21 INCL PIER #5
TO STA 319+97.7 INCL PIER #175
PLUS TOLL COLLECTION FACILITY AT STA 338+50



General Index For All Contracts
Pier Contract – Dwg No's 17601 thru 17607, 17708, 17709 & 17688
Viaduct Contract – Dwg No's 17628 thru 17644
Superstructure Contract – Dwg No's 17731 thru 17764
Astoria Approach Contract – Dwg No's 17666 thru 17696

General Index

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION
COLUMBIA RIVER BRIDGE
ASTORIA, OREGON – PT. ELLICE, WASH.
U.S. HWY. 101 CLATSOP CO. ORE. – PACIFIC CO. WASH.
STEEL SUPERSTRUCTURE CONTRACT
PLAN & ELEVATION
17702

CABLE ADDRESS: MARMAC ESTABLISHED 1871 AREA CODE (503) 224-3000

MARSH & McLENNAN, INC.
OF OREGON
INSURANCE
1100 GEORGIA-PACIFIC BUILDING
PORTLAND, OREGON 97204

April 27, 1972

State of Oregon
State Highway Commission
Highway Building
Salem, Oregon 97310

Attention: Mr. Tom Edwards

Re: ASTORIA-MEGLER BRIDGE
July 29, 1972 expiration

Dear Mr. Edwards:

This is to confirm our phone discussion of April 26, 1972.

The present 80% Replacement Value of the Bridge is $19,597,612.

In order to secure the best renewal rate for the State of Oregon we need to contact Insurance Companies well in advance of the expiration. I am tentatively planning to be in San Francisco next week to begin negotiations for the renewal, and as I mentioned, we need confirmation of the renewal value in our discussions with underwriters.

For a ballpark indication we trended the value in this office using Marshall Stevens and arrived at a trend factor of 1.199 or a revised replacement cost of $29,369,722.

Thanks very much for your assistance.

Very truly yours,

Robert D. Germann
Manager - Marine Department

RECEIVED
APR 28 1972
BRIDGE DIVISION

RDG/gb

Walt Hart
RDG suggested
new value
I mailed Monday 5/1/72

RECEIVED
APR 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

ASTORIA TOLL BRIDGE
TRAFFIC, REVENUES, AND OPERATING EXPENSES
1966 - 1970

2-19-71

Year	ADT 2/	Annual Traffic	Gross Revenues	Maintenance and Operating Expenses	Net Revenues
			$	$	$
1966 1/	1335	207,000	331,500	153,000 3/	178,500
1967	1149	419,400	677,000	68,000	609,000
1968	1154	421,200	683,600	49,700	633,900
1969	1211	442,000	705,800	178,700 3/	527,100
1970	1316	480,300	772,700	72,800	699,900

1/ Bridge opened to traffic on July 29, 1966.
2/ ADT = Average Daily Traffic. (Computed by dividing total annual paid traffic by 365)
3/ Includes insurance premium of $116,000 in 1966 and $124,859 in 1969.

RECEIVED
AUG 3 - 1970
ENGINEERING

Astoria, Oregon
31 July 1970

Cash Overage, 25 July 1970
Astoria Toll Bridge

Mr. R. D. Asburry
Regional Engineer
Region 2

S A L E M

On 25 July 1970 Mr. Fred J. Oltmanns was working the 10:00 A.M. to 6:00 P.M. shift in the Astoria Bridge Toll Plaza. At approximately 4:00 P.M., while he was alone in the Toll Plaza and under a heavy volume of traffic, the A-2 register machine started to operate in an unorthodox manner; the red light did not come on when a vehicle ran over the trigger mechanism and, when the vehicle had paid and the register button was depressed, the bell would not ring, nor would the toll board register any amount that had been paid. At times the board would light up and the bell would ring if the machine or its supporting counter were struck a light blow. After a short period of time under the above stated conditions Mr. Oltmanns felt that the machine was jammed and stopped operating the register buttons. At 4:00 P.M. on this date Mr. Robert Hensley came on duty and advised Mr. Oltmanns that he should have kept on using the register machine as it is a mechanical apparatus rather than an electrical one. It should be stated that Mr. Oltmanns is the summer relief Toll Collector and has only worked in this position since 25 May 1970 and, up to this time, had not worked in the booth when there was any trouble with the equipment.

During his shift, to make certain a record was made, Mr. Hensley operated the register machine in the usual manner and also kept a manual count of the vehicles. All other regular Toll Collectors operated the A-2 register machine for the rest of the weekend without errors, although it is much easier when the equipment is operating properly.

On Monday morning the H.M.O. returned to work and was advised of the trouble at the Toll Plaza. He ascertained that the micro switch, which controls all of the items that had been causing the malfunctioning, was stuck in the operating position and that a small bump to the machine or counter would activate the light and bell system even though it would not operate by depressing a sale button. The micro switch was replaced and the equipment returned to its normal operating characteristics.

Mr. Oltmanns has had explained to him the fact that the register machine is strictly a mechanical instrument and not to worry about the electrical system problems in the future.

Eldon L. Everton
DISTRICT ENGINEER

RECEIVED
AUG3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

cc: A. E. Johnson
George Hopkins
Accounting Division

RECEIVED
JUL 20 1970

F-11C (cc)
4-70

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 14, 1970

SUBJECT: Astoria Toll Bridge Audit

To: Mr. Robert N. Bothman
Maintenance Engineer

B U I L D I N G

The Astoria Toll Bridge operation was audited July 10, 1970.

The audit found toll change drawers and coupon book records to be correct.

Copies of our audit worksheets are on file in the Accounting Division.

ORIGINAL SIGNED BY
V. E. SKOOG
V. E. Skoog
Controller

NOTED
TOM EDWARDS

VES:WLM:bg

cc: Tom Edwards ✓
A. E. Johnson
E. L. Everton

RECEIVED
JUL 1[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 1 - 1970
-OR FILING

E 115 (2)
L 477

Salem, Oregon
July 1, 1970

Astoria Toll Bridge Operation

Mr. R. N. Bothman
Maintenance Engineer

Your explanation of the toll operation at the Astoria Bridge is not acceptable. A day-to-day inspection of the reports indicates that on days of heavy traffic some operators have an extremely high percentage of error. Others have practically none. This, in itself, indicates that the trouble is not a standard error, but rather is carelessness on the part of the operators.

Will you please look into this further, rather than giving it the standard whitewash brush-off.

Tom Edwards
Deputy State Highway Engineer

TE:ja

cc R. L. Porter
A. E. Johnson (enc.)
Victor D. Wolfe

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 26, 1970

To:

MEMO TO FILE

SUBJECT:

Astoria Toll Bridge
Operation

I requested Mr. Boyd to investigate the percentage of error at the Astoria Bridge toll operation. The error has increased due to the substantial increase in volume.

I have been advised that the maximum error during the month of June through the 23rd was 1.42% with the percentage of error generally occurring below 1%. A typographical error did occur on the 18th of June and has been corrected. This involved a transition of figures.

This low percentage of error is well within the operational allowance found to be experienced in toll operations.

ORIGINAL SIGNED BY R. N. BOTHMAN

Robert N. Bothman
Asst. Maintenance Engineer

RNB:mp
cc: Tom Edwards

3

RECEIVED
JUN 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 23 1970
FOR FILING

F-115(20)
6477

Salem, Oregon
June 22, 1970

Mr. E. S. Hunter
Maintenance Engineer

I note a wild discrepancy in the computed axle count vs. the treadle count on the Astoria Bridge for the period June 11 through June 17.

Will you please have this matter looked into. Also, please advise as to the last time an audit of the cash was made at this operation.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe

OREGON STATE HIGHWAY DEPARTMENT

Form A-341 (11-69)

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

Key No.	TOLL COLLECTOR		$1.50 Auto	$2.00 Auto - Trailer 1-Axle	$2.00 Auto - Trailer 2-Axle	$3.00 Truck and Bus - 2-Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4 Axle	$4.00 Truck Combo - 5-Axle	$4.00 Truck Combo - 6 Axle
	1st Shift	N	51	3	2	1	2	3	1	6	
		S	26	1				1		3	
P-6	Church	T	77	4	2	1	2	4	1	9	
	2nd Shift	N	473	44	17	12	7	3	2	13	
		S	49	2		3				8	
P-8	Hensley	T	522	46	17	15	7	3	2	21	
	3rd Shift	N	212	3	12		4	1		1	
		S	135		2	2			1		
P-5	MacDonald	T	347	3	14	2	4	1	1	1	
	Extra Shift	N									
		S	426	16	3	8		2	2	21	
P-9	McWorkman	T	426	16	3	8		2	2	21	
NO. OF VEHICLES BY CLASSIFICATION			1372	69	36	26	13	10	6	52	
NO. OF AXLES BY CLASSIFICATION			2 ~~2744~~	3 ~~207~~	4 ~~72~~	2 ~~52~~	3 ~~39~~	3 ~~30~~	4 ~~24~~	5 ~~260~~	6 —
RECEIPTS BY CLASSIFICATION			2058.00	138.00	72.00	78.00	39.00	40.00	24.00	208.00	

SECTION 2—CASH RECONCILIATION

	Computed Receipts Per Shift	Less Coupons	Net Computed Cash Receipts	Cash Collected	Cash Over	Cash Short
FIRST SHIFT Church	192.50	58.50	134.00	134.00		
SECOND SHIFT Hensley	1080.00	147.50	932.50	932.50		
THIRD SHIFT MacDonald	586.50	55.50	531.00=	531.00		
EXTRA SHIFT McWorkman	817.00	133.00	684.00	684.50	.50	
DAILY TOTALS	2676.00	394.50	2281.50	2282.00	.50	

SECTION 3—TRAF

Treadle Count		
Forward	Less Reverse	Net Axles
255		255
1444	3	1441
810	2	808
1083		1083
3592	5	3587

Explanation of cash over or short and other remarks: Donald

Craig Edw 6-19-70

"Police, Emergency or Military Vehicle Signature Receipt Log," Form A-342.

SP*53755-73

ASTORIA BRIDGE
DAILY TOLL SALES REPORT

DATE June 17, 1970

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

...00	$3.00	$4.00	$4.00	$4.00	$4.00	$4.00	$4.00	$1.00	NON-REVENUE		TOTAL VEHICLES PER SHIFT
...k ...us - ...xle	Truck and Bus - 3 Axle	Truck Combo - 3-Axle	Truck Combo - 4 Axle	Truck Combo - 5-Axle	Truck Combo - 6-Axle	Truck Combo - 7-Axle	Truck Combo - 8-Axle	Motorcycle or Bicycle	No. of Vehicles	No. of Axles	
	2	3	1	6					5	14	74
		1		3							311
	2	4	1	9					5	14	105
	7	3	2	13				1	8	16	580
				8					2	4	64
	7	3	2	21				1	10	20	644
	4	1		1					5	10	238
			1					2	4	8	146
	4	1	1	1				2	9	18	384
		2	2	21				16	10	22	504
		2	2	21				16	10	22	504
	13	10	6	52				19	34		Total Vehicles 1637
	3 ~~39~~	3 ~~30~~	4 ~~24~~	5 ~~260~~	6 —	7 —	8 —	2 ~~38~~	See note 74		Computed Axles 3540
...00	39.00	40.00	24.00	208.00				19.00	Total Computed Receipts		$ 2676.00

SECTION 3—TRAFFIC SUMMARY

...Cash ...ected	Cash		Treadle Count			Computed Axle Count	Axles	
	Over	Short	Forward	Less Reverse	Net Axles		Over	Short
...4.00			255		255	257	2	
...2.50			1444	3	1441	1445	4	
...1.00			810	2	808	809	1	
...4.50	.50		1083		1083	1101	18	
...2.00	.50		3592	5	3587	3612	25	

AXLE COUNT COMPARISON

TREADLE

A1-NB		A2-SB	
FWD.	REV.	FWD.	REV.
Prob. Error 1%			
1983	5	1609	

COMPUTED

NORTH-BOUND	SOUTH-BOUND
1986	1262

CASH DEPOSITED

$3,282.00

Orig. & Edw. 6-19-70

NOTED
TOM EDWARDS

Signature

...t Log," Form A-342.

SP*53755-734

OREGON STATE HIGHWAY DEPARTMENT

Form A-341 (11-69)

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

Key No.	TOLL COLLECTOR		$1.50 Auto	$2.00 Auto - Trailer 1-Axle	$2.00 Auto - Trailer 2-Axle	$3.00 Truck and Bus - 2-Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4.00 Truck Combo - 6 Axle
	1st Shift	N	31	1		2	1	1		2	
		S	25						1	3	
B3	Hensley	T	56	1		2	1	1	1	5	
	2nd Shift	N	427	34	13	3	8	2	1	8	
		S	42	2						6	
B3	Bess	T	469	36	13	3	8	2	1	14	
	3rd Shift	N	215	2	16		3			3	
		S	100	1	3	1				1	
B5	MacDonald	T	315	3	19	1	3			4	
	Extra Shift	N									
		S	431	21	4	8		3	1	14	
B7	Oltmanns	T	431	21	4	8		3	1	14	
NO. OF VEHICLES BY CLASSIFICATION			1271	61	36	14	12	6	3	37	
NO. OF AXLES BY CLASSIFICATION			2 — 2542	3 — 183	4 — 144	2 — 28	3 — 36	3 — 18	4 — 12	5 — 185	6 —
RECEIPTS BY CLASSIFICATION			1906.50	122.00	72.00	42.00	36.00	24.00	12.00	148.00	

SECTION 2—CASH RECONCILIATION

	Computed Receipts Per Shift	Less Coupons	Net Computed Cash Receipts	Cash Collected	Cash Over	Cash Short
FIRST SHIFT Hensley	128.00	56.50	71.50	71.50		
SECOND SHIFT Bess	904.50	128.00	776.50	775.00		1.50
THIRD SHIFT MacDonald	545.50	49.00	496.50	499.00	2.50	
EXTRA SHIFT Oltmanns	795.50	105.50	690.00	688.00		2.00
DAILY TOTALS	2373.50	339.00	2034.50	2033.50	2.50	3.50

SECTION 3—TRAFF

Treadle Count		
Forward	Less Reverse	Net Axles
160		160
1261	1	1260
752		752
1076		1076
3249	1	3248

Explanation of cash over or short and other remarks: Hunter
Orig D
cc GAU
6-19-70

Note: Enter number of axles from "Police, Emergency or Military Vehicle Signature Receipt Log," Form A-342.

SP*53755-734

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

DATE 6-16-70

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

$3.00 Truck and Bus - 2-Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4 Axle	$4.00 Truck Combo - 5-Axle	$4.00 Truck Combo - 6 Axle	$4.00 Truck Combo - 7-Axle	$4.00 Truck Combo - 8-Axle	$1.00 Motorcycle or Bicycle	NON-REVENUE No. of Vehicles	NON-REVENUE No. of Axles	TOTAL VEHICLES PER SHIFT
	1	1		2							32
			1	3				5	1	2	35
	1	1	1	5				5	1	2	73
	8	2	1	8				2	21	44	519
				6					5	10	55
	8	2	1	14				2	26	54	574
	3			3				1	1	2	241
				1					1	2	107
	3			4				1	2	4	348
		3	1	14				3	17	36	502
		3	1	14				3	17	36	502
											Total Vehicles
4	12	6	3	37				11	46		1497
	3	3	4	5	6	7	8	2	See note		Computed Axles
8	36	18	12	185				22	96		3266
2.00	36.00	24.00	12.00	148.00				11.00	Total Computed Receipts		$ 2373.50

SECTION 3—TRAFFIC SUMMARY

Cash Collected	Cash Over	Cash Short	Treadle Count Forward	Treadle Count Less Reverse	Treadle Count Net Axles	Computed Axle Count	Axles Over	Axles Short
71.50			160		160	166	6	
75.00		1.50	1261	1	1260	1266	6	
69.00	2.50		752		752	752		
68.00		2.00	1076		1076	1082	6	
33.50	2.50	3.50	3249	1	3248	3266	13	

AXLE COUNT COMPARISON

TREADLE A1-NB FWD.	TREADLE A1-NB REV.	TREADLE A2-SB FWD.	TREADLE A2-SB REV.
Prob. error 1% 1743	1	1506	

COMPUTED NORTH-BOUND	COMPUTED SOUTH-BOUND
1749	1517

CASH DEPOSITED

$ 2033.50

Grid D Hunts
CC Clerk
6-19-70

NOTED
TOM EDWARDS

Mary L. Lonnckel
Signature

pt Log," Form A-342.

SP*53755-734

OREGON STATE HIGHWAY DEPARTMENT

Form A-341 (11-69)

ASTORIA BRIDGE
DAILY TOLL SALES REPORT

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

Key No.	TOLL COLLECTOR		$1.50 Auto	$2.00 Auto - Trailer 1-Axle	$2.00 Auto - Trailer 2-Axle	$3.00 Truck and Bus - 2-Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4.00 Truck Combo - 6-Axle
	1st Shift	N	76	1	2	3	1				
		S	34	1							
B-8	Hensley	T	110	2	2	3	1			2	
	2nd Shift	N	385	37	15	7	5	1	1	9	
		S	56	3		1				4	
B-7	Oltmanns	T	441	40	15	8	5	1	1	13	
	3rd Shift	N	187	1	8	2	3	2			
		S	98		3	1					
B-5	MacDonald	T	285	1	11	3	3	2			
	Extra Shift	N									
		S	481	23	3	10		2	1	12	
B-3	Bess	T	481	23	3	10		2	1	12	
NO. OF VEHICLES BY CLASSIFICATION			1317	66	31	24	9	5	2	27	
NO. OF AXLES BY CLASSIFICATION			2 ~~2634~~	3 ~~198~~	4 ~~124~~	2 ~~48~~	3 ~~27~~	3 ~~15~~	4 ~~8~~	5 ~~135~~	6 —
RECEIPTS BY CLASSIFICATION			1975.50	132.00	62.00	72.00	27.00	20.00	8.00	108.00	

SECTION 2—CASH RECONCILIATION

	Computed Receipts Per Shift	Less Coupons	Net Computed Cash Receipts	Cash Collected	Cash Over	Cash Short
FIRST SHIFT Hensley	193.00	36.50	156.50	156.50		
SECOND SHIFT Oltmanns	870.50	123.50	747.00	747.00		
THIRD SHIFT MacDonald	479.50	42.50	437.00	441.00	4.00	
EXTRA SHIFT Bess	865.50	105.50	760.00	763.50	3.50	
DAILY TOTALS	2408.50	308.00	2100.50	2108.00	7.50	

SECTION 3—TRAFF

Treadle Count		
Forward	Less Reverse	Net Axles
255		255
1184	1	1183
644	1	643
1163	2	1161
3246	4	3242

Explanation of cash over or short and other remarks:

Quiz Results
cc Edw 6-19-70

Note: Enter number of axles from "Police, Emergency or Military Vehicle Signature Receipt Log," Form A-342.

SP*53755-73

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

DATE June 15, 1970

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

...00	$3.00	$4.00	$4.00	$4.00	$4.00	$4.00	$4.00	$1.00	NON-REVENUE		TOTAL VEHICLES PER SHIFT
...k ...s - ...le	Truck and Bus 3-Axle	Truck Combo - 3-Axle	Truck Combo - 4 Axle	Truck Combo - 5-Axle	Truck Combo - 6 Axle	Truck Combo - 7-Axle	Truck Combo - 8-Axle	Motorcycle or Bicycle	No. of Vehicles	No. of Axles	
	1										83
				2					1	2	38
	1			2					1	2	121
	5	1	1	9					11	22	471
				4							64
	5	1	1	13					11	22	535
	3	2						1			204
								1			103
	3	2						2			307
		2	1	12				2	12	24	546
		2	1	12				2	12	24	546
											Total Vehicles
	9	5	2	27				4	24		1509
	3 — 27	3 — 15	4 — 8	5 — 135	6 —	7 —	8 —	2 — 8	See note 48		Computed Axles 3245
...00	27.00	20.00	8.00	108.00				4.00	Total Computed Receipts		$2408.50

SECTION 3—TRAFFIC SUMMARY

...N ...sh ...llected	Cash		Treadle Count			Computed Axle Count	Axles	
	Over	Short	Forward	Less Reverse	Net Axles		Over	Short
...56.50			255		255	255		
...17.00			1184	1	1183	1187	4	
...41.00	4.00		644	1	643	642		1
...63.50	3.50		1163	2	1161	1161		
...08.00	7.50		3246	4	3242	3245	4	1

AXLE COUNT COMPARISON

TREADLE			
A1-NB		A2-SB	
FWD.	REV.	FWD.	REV.
Prob. Error 1%			
1646	2	1600	2

COMPUTED	
NORTH-BOUND	SOUTH BOUND
1646	1599

CASH DEPOSITED

$ 2,108.00

Quick Counts
cc ECW 6-19-70

...pt Log," Form A-342.

SP*53755-734

NOTED
TOM EDWARDS

Signature

OREGON STATE HIGHWAY DEPARTMENT

Form A-341 (11-69)

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

Key No.	TOLL COLLECTOR		$1.50 Auto	$2.00 Auto - Trailer 1-Axle	$2.00 Auto - Trailer 2-Axle	$3.00 Truck and Bus - 2-Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4.00 Truck Combo - 6-Axle
	1st Shift	N	79	2	1			1			
		S	34	2	2						
B-6	Church	T	113	4	3			1			
	2nd Shift	N	564	31	8	1	3				
		S	43	2	1						
B-3	Bess	T	607	33	9	1	3				
	3rd Shift	N	226	1	12						
		S	166		15						
B-5	MacDonald	T	392	1	27						
	Extra Shift	N									
		S	748	29	14	1	1	1			
B-7	Oltmanns	T	748	29=	14	1	1	1			
NO. OF VEHICLES BY CLASSIFICATION			1860	67	53	2	4	2			
NO. OF AXLES BY CLASSIFICATION			2 3720	3 201	4 212	2 4	3 12	3 6	4 —	5 —	6 —
RECEIPTS BY CLASSIFICATION			2790.00	134.00	106.00	6.00	12.00	8.00			

SECTION 2—CASH RECONCILIATION

	Computed Receipts Per Shift	Less Coupons	Net Computed Cash Receipts	Cash Collected	Cash Over	Cash Short
FIRST SHIFT Church	187.50	8.50	179.00	179.00		
SECOND SHIFT Bess	1007.50	10.50	992.50	997.00	4.50	
THIRD SHIFT MacDonald	644.00	16.50	627.50	627.00		.50
EXTRA SHIFT Oltmanns	1223.00	11.50	1211.50	1211.50		
DAILY TOTALS	3062.00	47.00	3010.50	3014.50	4.50	.50

SECTION 3—TRA

Treadle Count		
Forward	Less Reverse	Ne Axle
272	1	271
1368	2	1366
893	1	892
1666		1666
4199	4	4195

Explanation of cash over or short and other remarks:

Note: Enter number of axles from "Police, Emergency or Military Vehicle Signature Receipt Log," Form A-342.

SP*53755

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

DATE June 14, 1970

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

$3.00 Truck and Bus - 2-Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4.00 Truck Combo - 6-Axle	$4.00 Truck Combo - 7-Axle	$4.00 Truck Combo - 8-Axle	$1.00 Motorcycle or Bicycle	NON-REVENUE No. of Vehicles	NON-REVENUE No. of Axles	TOTAL VEHICLES PER SHIFT
		1							7	18	90
											38
		1							7	18	128
1	3							1	2	4	610
									2	4	48
1	3							1	4	8	658
									3	6	242
									1	2	182
									4	8	424
1	1	1						5	7	18	806
1	1	1						5	7	18	806
2	4	2						6	22		Total Vehicles 2016
2 — 4	3 — 12	3 — 6	4 —	5 —	6 —	7 —	8 —	2 — 12	See note 52		Computed Axles 4219
6.00	12.00	8.00						6.00	Total Computed Receipts		$3062.00

SECTION 3—TRAFFIC SUMMARY

Cash Collected	Cash Over	Cash Short	Treadle Count Forward	Treadle Count Less Reverse	Treadle Count Net Axles	Computed Axle Count	Axles Over	Axles Short
179.00			272	1	271	271		
997.00	4.50		1368	2	1366	1370	4	
627.00		.50	893	1	892	903	11	
1211.50			1666		1666	1675	9	
3014.50	4.50	.50	4199	4	4195	4219	24	

AXLE COUNT COMPARISON

TREADLE

A1-NB FWD.	A1-NB REV.	A2-SB FWD.	A2-SB REV.
Prob. Error 1%			
1962	4	2237	

COMPUTED

NORTH-BOUND	SOUTH-BOUND
1968	2251

CASH DEPOSITED

$ 3,014.50

Original to Auditor
cc to Coll

eipt Log," Form A-342.

SP*53755-734

NOTED
TOM EDWARDS

Signature

OREGON STATE HIGHWAY DEPARTMENT

Form A-341 (11 69)

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

Key No.	TOLL COLLECTOR		$1.50 Auto	$2.00 Auto - Trailer 1-Axle	$2.00 Auto - Trailer 2-Axle	$3.00 Truck and Bus - 2-Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4.00 Truck Combo - 6-Axle
	1st Shift	N	72	5	1	3				1	
		S	33			1	1	1		2	
B-6	Church	T	105	5	1	4	1	1		3	
	2nd Shift	N	123	22	6	2				2	
		S	46	2							
B-3	Bess	T	169	24	6	2				2	
	3rd Shift	N	291	9	4						
		S	172	2	1					1	
B-9	McWorkman	T	463	11	5					1	
	Extra Shift	N									
		S	559	29	2	5				2	
B-7	Oltmanns	T	559	29	2	5				2	
NO. OF VEHICLES BY CLASSIFICATION			1596	69	14	11	1	1		8	
NO. OF AXLES BY CLASSIFICATION			2 3192	3 207	4 56	2 22	3 3	3 3	4 —	5 40	6 —
RECEIPTS BY CLASSIFICATION			2394.00	138.00	28.00	33.00	3.00	4.00		32.00	

SECTION 2—CASH RECONCILIATION

	Computed Receipts Per Shift	Less Coupons	Net Computed Cash Receipts	Cash Collected	Cash Over	Cash Short
FIRST SHIFT Church	200.50	37.00	163.50	163.50		
SECOND SHIFT Bess	777.50	21.50	756.00	756.00		
THIRD SHIFT McWorkman	732.50	13.50	719.00	720.50	1.50	
EXTRA SHIFT Oltmanns	930.50	36.50	894.00	893.50		.50
DAILY TOTALS	2641.00	108.50	2532.50	2533.50	1.50	.50

SECTION 3—TRAFFI

Treadle Count		
Forward	Less Reverse	Net Axles
278	1	277
1065	4	1061
1002	4	998
1252		1252
3597	9	3588

Explanation of cash over or short and other remarks: Over 1¢ Hourly Collector

SP°53755-734

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

DATE June 13, 1970

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

$3.00 Truck and Bus - 2-Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4.00 Truck Combo - 6 Axle	$4.00 Truck Combo - 7-Axle	$4.00 Truck Combo - 8-Axle	$1.00 Motorcycle or Bicycle	NON-REVENUE No. of Vehicles	NON-REVENUE No. of Axles	TOTAL VEHICLES PER SHIFT
3				1					6	17	88
1	1	1		2					2	4	40
4	1	1		3					8	21	128
2				2					7	14	462
									3	6	51
2				2					10	20	513
								2			306
				1					4	11	180
				1				2	4	11	486
5				2				7	4	10	608
5				2				7	4	10	608
											Total Vehicles
1	1	1		8				9	26		1735
	3	3	4	5	6	7	8	2	See note		Computed Axles
	— 3	— 3	—	40	—	—	—	— 18	62		3603
.00	3.00	4.00		32.00				9.00	Total Computed Receipts		$2641.00

SECTION 2—CASH COLLECTION

Cash Collected	Cash Over	Cash Short
163.50		
756.00		
720.50	1.50	
893.50		.50
2533.50	1.50	.50

SECTION 3—TRAFFIC SUMMARY

Treadle Count Forward	Treadle Count Less Reverse	Treadle Count Net Axles	Computed Axle Count	Axles Over	Axles Short
278	1	277	279	2	
1065	4	1061	1068	7	
1002	4	998	999	1	
1252		1252	1257	5	
3597	9	3588	3603	15	

AXLE COUNT COMPARISON

TREADLE

A1-NB FWD.	A1-NB REV.	A2-SB FWD.	A2-SB REV.
Prob. Error 1%			
1781	9	1816	

COMPUTED

NORTH-BOUND	SOUTH-BOUND
1784	1819

CASH DEPOSITED

$2,533.50

Orig to Astoria
cc Astoria

SP*53755-734

NOTED
TOM EDWARDS

Signature

OREGON STATE HIGHWAY DEPARTMENT

Form A-341 (11-69)

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

Key No.	TOLL COLLECTOR		$1.50 Auto	$2.00 Auto - Trailer 1-Axle	$2.00 Auto - Trailer 2-Axle	$3.00 Truck and Bus - 2-Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4.0 Truck Comb 6-Ax
	1st Shift	N	31		1	4	1	1	1	5	
		S	22	1	1	1				5	
B-6	Church	T	53	1	2	5	1	1	1	10	
	2nd Shift	N	356	18	7	12	9	2		11	
		S	52		1	1				9	
B-3	Bess	T	408	18	8	13	9	2		20	
	3rd Shift	N	338	10	9	2	2			1	
		S	172	5	1					1	
B-8	Hensley	T	570	15	10	2	2			2	
	Extra Shift	N									
		S	449	19	2	16		2		19	
B-7	Oltmanns	T	449	19	2	16		2		19	
NO. OF VEHICLES BY CLASSIFICATION			1420	53	22	36	12	5	1	51	
NO. OF AXLES BY CLASSIFICATION			2 — 2840	3 — 159	4 — 88	2 — 72	3 — 36	3 — 15	4 — 4	5 — 255	6 —
RECEIPTS BY CLASSIFICATION			2130.00	106.00	44.00	108.00	36.00	20.00	4.00	204.00	

SECTION 2—CASH RECONCILIATION

	Computed Receipts Per Shift	Less Coupons	Net Computed Cash Receipts	Cash Collected	Cash Over	Cash Short
FIRST SHIFT Church	152.50	72.50	80.00	80.00		
SECOND SHIFT Bess	820.00	148.00	672.00	672.00		
THIRD SHIFT Hensley	840.00	50.00	790.00	790.00		
EXTRA SHIFT Oltmanns	848.50	133.50	715.00	717.00	2.00	
DAILY TOTALS	2661.00	404.00	2257.00	2259.00	2.00	

SECTION 3—TRAF

Treadle Count		
Forward	Less Reverse	Ne Axl
206		20
1104	4	110
1154	3	115
1153		115
3617	7	361

Explanation of cash over or short and other remarks: Orig to Hensley cc file

Note: Enter number of axles from "Police, Emergency or Military Vehicle Signature Receipt Log," Form A-342.

SP°53755-7

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

DATE 6-12-70

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

$3.00 Truck and Bus - 2-Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4.00 Truck Combo - 6-Axle	$4.00 Truck Combo - 7-Axle	$4.00 Truck Combo - 8-Axle	$1.00 Motorcycle or Bicycle	NON-REVENUE No. of Vehicles	NON-REVENUE No. of Axles	TOTAL VEHICLES PER SHIFT
4	1	1	1	5					8	20	52
1				5				1	1	2	32
5	1	1	1	10				1	9	22	84
2	9	2		11				1	19	42	435
1				9				1	3	6	67
3	9	2		20				2	22	48	502
2	2			1				2	4	8	368
				1				3	5	12	187
2	2			2				5	9	20	555
6		2		19				1	23	51	531
16		2		19				1	23	51	531
											Total Vehicles
36	12	5	1	51				9	63		1672
	3	3	4	5	6	7	8	2	See note		Computed Axles
72	36	15	4	255				18	141		3628
									Total Computed Receipts		$ 2661.00
08.00	36.00	20.00	4.00	204.00				9.00			

ION

Cash Collected	Cash Over	Cash Short
80.00		
672.00		
790.00		
717.00	2.00	
259.00	2.00	

SECTION 3—TRAFFIC SUMMARY

Treadle Count Forward	Treadle Count Less Reverse	Treadle Count Net Axles	Computed Axle Count	Axles Over	Axles Short
206		206	211	5	
1104	4	1100	1113	13	
1154	3	1151	1155	4	
1153		1153	1149		4
3617	7	3610	3628	22	4

AXLE COUNT COMPARISON

TREADLE

A1-NB FWD.	A1-NB REV.	A2-SB FWD.	A2-SB REV.
Prob. error 1% 1835	7	1782	

COMPUTED

NORTH-BOUND	SOUTH-BOUND
1848	1780

CASH DEPOSITED

$ 2259.00

orig to Harris
cc Edw

TOM EDWARDS

Mary L. Lonneker
Signature

"ceipt Log," Form A-342.

SP*53755-734

OREGON STATE HIGHWAY DEPARTMENT — **ASTORIA BRIDGE**

Form A-341 (11-69)

DAILY TOLL SALES REPORT

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

Key No.	TOLL COLLECTOR		$1.50 Auto	$2.00 Auto - Trailer 1-Axle	$2.00 Auto - Trailer 2-Axle	$3.00 Truck and Bus - 2-Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4 Axle	$4.00 Truck Combo - 5-Axle	$4.00 Truck Combo - 6-Axle
	1st Shift	N	41	2		4	1			3	
		S	26		1		1	1		4	
B-6	Church	T	67	2	1	4	2	1		7	
	2nd Shift	N	324	22	7	8	8	1	3	10	
		S	54	2	1				1	4	
B-8	Hensley	T	378	24	8	7	7	1	4	14	
	3rd Shift	N	177	1	2		6	1		6	
		S	90		8	2			1	1	
B-5	MacDonald	T	267	1	10	2	6	1	1	7	
	Extra Shift	N									
		S	384	13		11	4	1	1	21	
B-9	McWorkman	T	384	13		11	4	1	1	21	
NO. OF VEHICLES BY CLASSIFICATION			1096	40	19	24	19	4	6	49	
NO. OF AXLES BY CLASSIFICATION			2 ~~2192~~	3 ~~120~~	4 ~~76~~	2 ~~48~~	3 ~~57~~	3 ~~12~~	4 ~~24~~	5 ~~245~~	6 —
RECEIPTS BY CLASSIFICATION			1644.00	80.00	38.00	72.00	57.00	16.00	24.00	196.00	

SECTION 2—CASH RECONCILIATION

	Computed Receipts Per Shift	Less Coupons	Net Computed Cash Receipts	Cash Collected	Cash Over	Cash Short
FIRST SHIFT Church	156.50	58.00	98.50	98.50		
SECOND SHIFT Hensley	752.00	135.00	617.00	617.00		
THIRD SHIFT MacDonald	483.50	71.00	412.50	412.50		
EXTRA SHIFT McWorkman	742.00	133.00	609.00	611.50	2.50	
DAILY TOTALS	2134.00	397.00	1737.00	1739.50	2.50	

SECTION 3—TRA

Treadle Count		
Forward	Less Reverse	N A
213		21
1030	2	102
677		67
989		98
2909	2	290

Explanation of cash over or short and other remarks: orig. - Hunt 6-15-70
cc - FAW

Note—Enter number of axles from "Police, Emergency or Military Vehicle Signature Receipt Log," Form A-342.

SP°5375

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

DATE June 11, 1970

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

$3.00 Truck and Bus - 2-Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4.00 Truck Combo - 6-Axle	$4.00 Truck Combo - 7-Axle	$4.00 Truck Combo - 8-Axle	$1.00 Motorcycle or Bicycle	NON REVENUE No. of Vehicles	NON REVENUE No. of Axles	TOTAL VEHICLES PER SHIFT
4	1			3					6	17	57
	1	1		4					1	2	34
	2	1		7					7	19	91
8	8	1	3	10				3	20	40	404
			1	4					5	10	67
7	7	1	4	14				3	25	50	471
	6	1		6					4	8	197
2			1	1				1	9	23	112
2	6	1	1	7				1	13	31	309
	4	1	1	21				3	16	32	454
1	4	1	1	21				3	16	32	454
											Total Vehicles
4	19	4	6	49				7	61		1325
	3	3	4	5	6	7	8	2	See note		Computed Axles
8	57	12	24	245	—	—	—	14	132		2920
2.00	57.00	16.00	24.00	196.00				7.00	Total Computed Receipts		$2134.00

SECTION 3—TRAFFIC SUMMARY

Cash Collected	Cash Over	Cash Short	Treadle Count Forward	Treadle Count Less Reverse	Treadle Count Net Axles	Computed Axle Count	Axles Over	Axles Short
98.50			213		213	215	2	
617.00			1030	2	1028	1040	12	
12.50			677		677	674		3
11.50	2.50		989		989	991	2	
739.50	2.50		2909	2	2907	2920	16	3

AXLE COUNT COMPARISON

TREADLE

A1-NB FWD.	A1-NB REV.	A2-SB FWD.	A2-SB REV.
Prob. Error 1%			
1432	2	1477	0

COMPUTED

NORTH-BOUND	SOUTH-BOUND
1443	1477

CASH DEPOSITED

$ 1,739.50

Orig. Hunt 6-15-70
cc - EDW

NOTED
TOM EDWARDS

Signature

ipt Log," Form A-342.

SP*53755-734

RECEIVED
APR 22 1970

FORM E-30 (REV 10-69)

FILES

6227

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1970

SUBJECT: Astoria Toll Bridge count

To:

Tom Edwards
Asst. State Highway Engineer

B u i l d i n g

The following is a summary of the attempt by the Oregon State Highway Division to reconcile the difference in axle count between the treadle and the toll takers at the Astoria Bridge toll booth.

The Astoria Bridge was opened in July, 1966. In June of 1968 a discrepancy was noted between the axle count by the treadle counter and the axle count as recorded by the toll collector. A study which continued through the remainder of 1968 was made to pinpoint the cause of the error. The study included a complete electrical check of the treadle counter, the installation of a new treadle and a manual axle count on an eight-hour basis by the Traffic Division.

In December of 1968 a new relay panel was installed in the northbound counter. In January of 1969, a rebuilt directional detector relay panel was installed in the main controls of the axle counter.

In April of 1969, a four-day, 24-hour count was taken of the axle count by Traffic Division personnel.

In May of 1969, a test treadle was set up in the Salem yard and tests were made on the effect of speed, angularity and acceleration of the mechanical counting device. The manufacturer (Taller-Cooper) of the Astoria equipment was contacted and an on-the-site investigation was conducted.

The Washington Toll Bridge Authority which utilizes equipment from the same manufacturer was contacted about June, 1969 as to its experience and opinion on this counting system. They indicated that our experience was within their standards of acceptable error.

In October, 1969, the treadle on the counter in the northbound lane was moved in order to accommodate the traffic pattern.

NOTED
R.L. PORTER

NOTED
FORREST COOPER

Cooper for Info

NOTED
TOM EDWARDS

BP*52475-734

In February, 1970, further speed, acceleration and angle tests were made on the northbound treadle at the bridge.

Our problem is not being able to reconcile the manual toll count with the mechanical treadle counter. All evidence indicates that the electrical components of the mechanical treadle counter approach 100% accuracy. The manual count is subject to human errors, but these errors are compensatory.

The position of the treadle, the angularity of traffic crossing, the speed of the traffic crossing, and the bounce in the accelerating vehicles introduce a mechanical error in the machine count that does not reconcile with the toll taker's visual count. Studies continue on a means of reducing this discrepancy.

A telephone discussion with Mr. Slemmer, Business Manager of the Washington Toll Bridge Authority on April 13, 1970, revealed the following:

(1) All Washington toll plazas are built on flat grade tangent sections.
(2) All Washington toll plazas have Taller-Cooper mechanical counting equipment.
(3) The acceptable error in the mechanical counters is 3%. Hot-rod squirreling on the treadle, and other factors make an absolute count impossible.

During the last two years, the Highway Division has spent approximately $6,000 investigating and attempting to correct the discrepancy between the toll taker and the automatic counting equipment. The error is approximately one percent which is well within the acceptable tollerance as established by the Washington State Toll Bridge Authority. I have concluded from our previous investigations that we cannot expect to improve on the one percent error experience.

We shall continue to keep close watch and if the error approaches or exceeds the three percent, immediate corrections will be undertaken.

RECEIVED
APR 20
OFFICE OF
STATE HIGHWAY ENGINEER

E. S. Hunter
Maintenance Engineer

ESH:mp
cc: R. D. Asbury

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APR 6 - 10 0
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

E 11-50
6-4-70

April 3, 1970

Mr. George Gresham
Route 2, Box 57
Astoria, Oregon 97103

Dear Mr. Gresham:

Your letter of March 31 to the Office of Public Affairs has come to our attention.

It is not the policy of the State Highway Division to accept personal checks for payment of tolls at the Astoria Bridge. The primary reasons for this policy are as follows:

(1) Traffic passing through the toll facility cannot be delayed while our toll collector makes the necessary identification verification which would be required for acceptance of a personal check.

(2) The Highway Division does not have the Administrative staff in Astoria necessary to handle personal checks should they be found invalid. Also, it should not be the responsibility of State taxpayers to pay the penalty in case of an invalid personal check.

(3) Our toll collection facilities at the Astoria Bridge are not intended as a bank, but rather to provide an efficient toll collection facility to the traveling public with a minimum delay.

I trust that you will realize our position in this matter, that in order to protect our toll collectors a uniform policy is necessary.

Very truly yours,

Forrest Cooper
State Highway Engineer

RECEIVED
APR 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

By
ORIGINAL SIGNED BY E. S. HUNTER

E. S. Hunter
Maintenance Engineer

NOTED
TOM EDWARDS

bc: Tom Edwards
R. D. Asburry
E. L. Everton
J. J. Earley

RECEIVED
JUL 29 1969
FOR FILING
F 115 .40
6411

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 18, 1969

SUBJECT: Toll Treadle
Astoria Bridge

MAINTENANCE ENGINEER
RECEIVED
JUL 22 1969
ME AME AME OE AG
BS ABS AA FILE TA

To: E. S. Hunter
MAINTENANCE ENGINEER

We have prepared an error summary indicated for the past ten months. This is the period for which the northbound count is separated from the southbound count. This summary was requested by Mr. Tom Edwards on July 11.

The error, I am positive, is generated by the curvature of the roadway and the positioning of the treadle. Attached is a 1"=20' print showing the relationship. These findings are documented fully in my letter of May 21, of copy of which is attached. Inspection by Peter Karkowski, Field Engineer for the manufacturers Taller and Cooper, Inc., substantiated our findings that the curvature is the source of error.

We have used the experience listed on the attached sheets casting out those days which we were testing or had a malfunction that we were able to document. As indicated on the summary, we have a discrepancy of minus 0.96 for the northbound treadle. This indicates a minus quantity from the computed count indicated by the treadle. I would establish a figure as being acceptable at minus 1% plus or minus 4/10 of a percent as being an acceptable percentage.

The southbound treadle indicates a total error of plus 0.04 indicating to me a practically negligible error for the southbound treadle. Looking at the error pattern, I would believe that 4/10 of a percent of error plus or minus than a zero reading would be applicable for the southbound treadle.

If any error appears outside of the above limits, it will be suspected and immediate steps taken to correct it.

Please advise if you approve my recommendations for the percentages to be place on the sheets as indicated on the attached sheets for July 15.

R. D. Asburry
DIVISION ENGINEER

by J. B. Boyd
ASST. DIVISION ENGINEER

JEB/sjs
Attach.
cc R. S. Hawkins

PLEASE CALL TOM EDWARDS

OREGON STATE HIGHWAY DEPARTMENT

Form A-341 (11-68)

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

Key No.	TOLL COLLECTOR		$1.50 Auto	$2.00 Auto - Trailer 1-Axle	$2.00 Auto - Trailer 2-Axle	$3.00 Truck and Bus - 2-Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4. Truck Comb 6-Ax
	1st Shift	N	52	3		3		1			
		S	37	1						2	
3-5	MacDonald	T	89	4		3		1		2	
	2nd Shift	N	433	49	17	8	6	4	1	1	
		S	66	4	2	2		1			
3-2	Bess	T	499	53	19	10	6	5	1	1	
	3rd Shift	N	201	6	7	1	3		2	1	
		S	113		8						
3-8	Willis	T	314	6	15	1	3		2	1	
	Extra Shift	N									
		S	581	50	11	12		3	2	9	
3-6	Church	T	581	50	11	12		3	2	9	
NO. OF VEHICLES BY CLASSIFICATION			1483	113	45	26	9	9	5	13	
NO. OF AXLES BY CLASSIFICATION			2 — 2966	3 — 339	4 — 180	2 — 52	3 — 27	3 — 27	4 — 20	5 — 65	6 —
RECEIPTS BY CLASSIFICATION			2224.50	226.00	90.00	78.00	27.00	36.00	20.00	52.00	

SECTION 2—CASH RECONCILIATION

	Computed Receipts Per Shift	Less Coupons	Net Computed Cash Receipts	Cash Collected	Cash Over	Cash Short
FIRST SHIFT MacDonald	162.50	55.50	107.00	107.00		
SECOND SHIFT Bess	970.50	77.50	893.00	893.00		
THIRD SHIFT Willis	540.00	45.00	495.00	495.00		
EXTRA SHIFT Church	1088.50	107.00	981.50	981.00		.50
DAILY TOTALS	2761.50	285.00	2476.50	2476.00		.50

SECTION 3—TRA

Treadle Count		
Forward	Less Reverse	N Axl
209	2	2
1312	3	13
736	1	7
1462		14
3719	6	37

Explanation of cash over or short and other remarks: _____

Note: Enter number of axles from "Police, Emergency or Military Vehicle Signature Receipt Log," Form A-342.

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

DATE July 15, 1969

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

	$3.00	$4.00	$4.00	$4.00	$4.00	$4.00	$4.00	$1.00	NON-REVENUE		TOTAL VEHICLES PER SHIFT
	Truck and Bus - 3-Axle	Truck Combo 3-Axle	Truck Combo - 4-Axle	Truck Combo - 5-Axle	Truck Combo - 6-Axle	Truck Combo - 7-Axle	Truck Combo - 8-Axle	Motorcycle or Bicycle	No. of Vehicles	No. of Axles	
		1									59
				2							40
		1		2							99
	6	4	1	1				2	7	16	528
		1							1	2	76
	6	5	1	1				2	8	18	604
	3		2	1				3	4	8	228
									1	2	122
	3		2	1				3	5	10	350
		3	2	9				3	9	20	680
		3	2	9				3	9	20	680
	9	9	5	13				8	22		Total Vehicles 1733
	3 — 27	3 — 27	4 — 20	5 — 65	6 —	7 —	8 —	2 — 16	See note 48		Computed Axles 3740
	27.00	36.00	20.00	52.00				8.00	Total Computed Receipts		$ 2761.50

SECTION 3—TRAFFIC SUMMARY

	Cash		Treadle Count			Computed Axle Count	Axles	
	Over	Short	Forward	Less Reverse	Net Axles		Over	Short
.00			209	2	207	209	2	
.00			1312	3	1309	1317	8	
.00			736	1	735	746	11	
.00		.50	1462		1462	1468	6	
.00		.50	3719	6	3713	3740	27	

AXLE COUNT COMPARISON

−1.0 ± 0.8 TREADLE ±0.42

A1-NB		A2-SB	
FWD.	REV.	FWD.	REV.
1748	5	1971	1

COMPUTED

NORTH-BOUND	SOUTH-BOUND
1764	1976

CASH DEPOSITED

$ 2,475.00

Signature

g," Form A-342.

RECEIVED
MAY 28 1969

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 21, 1969

SUBJECT: Toll Counting Equipment
Astoria Bridge

To: E. S. Hunter
MAINTENANCE ENGINEER

Continuing problems on the counting facilities at the Astoria Bridge have caused this office to pursue the various possibilities for the inaccuracies in this equipment. The investigations and their results are as follows:

1. Angle of Approach

PROBLEM: The curvature adjacent to the toll booth was noted by Mr. Bob Judson to cause a steering movement by both passenger vehicles and trucks and the possibility of an angular crossing to the treadle.

FINDINGS: A treadle was set up in the Salem yard and the various angles of approach were recorded and their effect determined. The effect of the angular crossing is shown on an attached sketch made by Mr. Judson.

SOLUTION: Our findings indicated that possibly if one wheel only was used to trigger the treadle the effects of this angular crossing was minimized. A plate was prepared and the easterly two feet of the treadle blanked out. This operation removed the problem of the reversing axles caused by the angular crossing, but now reduced the sensitivity of the treadle and an extremely short count was registered. After approximately five days of operation the blanked out portion was removed because of these inaccuracies.

2. Comparison of Equipment used by the Washington Toll Bridge Authority.

A meeting was arranged with Mr. Slemmer, Business Manager for the Authority and Mr. Frohboes, Auditor for the Authority. The operations

NOTED
TOM EDWARDS

of their facilities was discussed in detail. Both from an operational and an accounting standpoint and we found in our discussions with these gentlemen that they had no problems. Their accuracy was considerably greater than ours. Copies of their daily summaries and accounting forms are attached for your information. They actually grade each one of their toll collectors on their accuracy each day of the month. This is shown on the Over - Short Report. Their forms are considerably simpler than our, but clearly indicate that their computed axles are no problem. Mr. A. L. Peterson, Electrical Contractor in Bremerton was interviewed. Mr. Peterson has the contract to repair and maintain the counters on the Hood Canal Bridge, the Bremerton Bridge and the Evergreen Point Bridge all operated by the Washington Toll Bridge Authority, and also makes trips when necessary to their other installations.

Mr. Peterson indicated that his experience ranged over the period that this equipment had been in use and he was entirely satisfied that there was no great problems. Some adjustments and cleaning had to be done periodically, but nothing out of the ordinary. He referred to a four contact treadle installed at the Hood Canal Bridge as being of much greater accuracy and less maintenance care than the two contact treadles. This system requires entirely different equipment however. He could understand no reason why our equipment should not be more accurate. Mr. Peterson stated a willingness to recheck our equipment for proper operation and it was decided that we would advise him after our contact with the Taller Cooper people.

3. Contact with Taller Cooper.

Mr. Michael Deori, Sales Manager for Taller Cooper was contacted by phone in New York. Our problem was explained to Mr. Deori and he said that fortunately one of their electrical engineers was working in San Francisco at the present time and had planned a trip to Washington. Mr. Pete Karkoski, the electrical engineer, will contact me in the near future to arrange a meeting and attempt to ascertain our problem.

SUMMARY: Our investigation indicates, in opposition to my previous thoughts, that there is no chance that an unavoidable error is in the equipment. Something design-wise is at fault and it was noted in viewing and discussing the State of Washington equipment that all of their installations were on the level and on a tangent. The cars using the large installation at Evergreen Point Bridge pass through smoothly. There is no directional change and no need for accelleration due to grade.

It is my belief that the curvature problem and the attempts of the trucks to veer away from the toll booth may be our basic problem. We will allow the Taller and Cooper engineer to investigate and make recommendations without our present thoughts however.

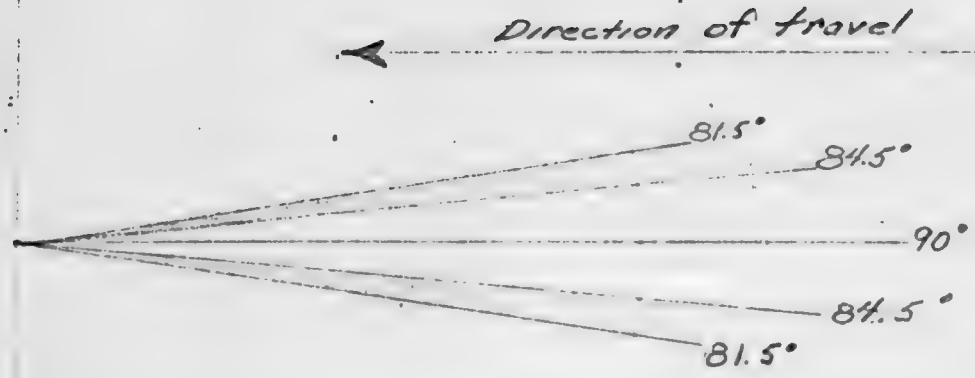
R. D. Asburry
DIVISION ENGINEER

By
J. B. Boyd
ASST. DIVISION ENGINEER

JBB:lf
Attach.

cc: Tom Edwards
R. S. Hawkins
J. J. Gix

RECEIVED
MAY 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER



℄
Detector

0° to 81.5° will count individual wheels

81.5° to 84.5° will count reverse axle

84.5° to 90° will count forward axle

UNDERGROUND SERVICE

109

WATER METER

INSTALL 4" C.I. SEWER

1"

OFFICE BLDG.

48'

20'

Traffic Counter

CONC. MEDIAN BARRIER

Traffic Counter

CANOPY

"L" 338+55

STA. 338+75

120' SECTION CONC. PAVEMENT

BOOTH STA. 338+15

"L" 337+35

1-2

PAINTED TRAFFIC MARKERS BY OTHERS

STA. 337+55

R.R. R/W

UNDERGROUND SERVICE

109

WATER METER

INSTALL 4" C.I. SEWER

OFFICE BLDG.

48'

20'

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Traffic Counter

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Traffic Counter

CANOPY

"L" 336+85

STA. 336+75

120' SECTION CONC. PAVEMENT

BOOTH STA. 338+15

"L" 337+55

STA. 337+55

R.R. R/W

PAINTED TRAFFIC MARKERS BY OTHERS

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Form E40x-

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

MONTHLY ~~DAILY~~ ASTORIA BRIDGE AXLE COUNT COMPARISON

Month	NORTH BOUND TREADLE A1 Fwd.	Rev.	Net A1	COMPUTED Net A2	% Error	SOUTH BOUND TREADLE A2 Fwd.	Rev.	Net A2	COMPUTED Net A1	% Error	No. Days A1 A2
				SUMMARY							
9-1-68 TO 9-25-68	40,748	58	40,690	40,964	-0.67	46,820	11	46,809	46,748	+0.13	25 - 25
9-26-68 TO 10-20-68	24,419	45	24,374	24,788	-1.67	26,424	6	26,418	26,410	+0.03	25 - 25
10-21-68 TO 11-14-68	16,696	47	16,649	16,961	-1.84	18,566	9	18,579	18,549	-0.16	23 - 24
11-15-68 TO 11-30-68	11,006	52	10,956	11,067	-1.00	11,520	2	11,518	11,515	+0.03	16 - 16
Dec. '68	16,101	76	18,025	18,217	-1.05	18,777	15	18762	18,752	-0.16	30 - 30
Jan. '69	12,918	63	12,855	12,968	-0.87	12,990	4	12986	12,941	+0.35	29 - 29
Feb. '69	18,452	55	16,397	18,374	-0.13	18,933	12	18,926	18,915	+0.06	27 - 28
Mar. '69	28,960	146	28,814	28,764	-0.59	29,577	5	29,572	29,540	+0.11	30 - 30
Apr. '69	30,252	245	30,007	30,410	-1.33	30,435	7	30,428	30,346	+0.27	30 - 30
May '69	24,625	80	24,545	24,935	-1.56	38,700	8	38,692	38,712	-0.05	17 - 26
June '69	10,312	13	10,299	10,286	+0.13	41,560	19	41,561	41,653	-0.22	5 - 23
7-1-69 TO 7-8-69	15,726	29	15,697	15,735	-0.61	18,937	10	18,939	18,951	-0.27	7 - 8
TOTALS 9-1-68 TO 7-8-69	251,217	909	251,308	253,749	-0.96	313,229	108	313,190	313,042	+0.04	345 - 370

OREGON STATE HIGHWAY DEPARTMENT — TABLE OF CONTENTS — SHEET ... OF ... SHEETS

June 1969

ASTORIA BRIDGE
DAILY AXLE COUNT COMPARISON

DATE	NORTH BOUND TREADLE A1 Fwd.	Less Rev.	Net Axle	COMPUTED Net Axle	% Error	SOUTH BOUND TREADLE A2 Fwd.	Less Rev.	Net Axle	COMPUTED Net Axle	% Error	
1	2058	Reverse Blocked	2058	2060	-0.10	4111	0	4111	4120	-0.22	
2	1153	"	1153	1145	+0.70	1430	0	1430	1435	-0.35	
3	1135	"	1135	1138	-0.26	1423	0	1423	1434	-0.77	
4	1297	"	1297	1296	+0.08	1309	0	1309	1310	-0.08	
5	1202	"	1203	1202	+0.08	1242	0	1242	1241	+0.08	
6	1387	"	1387	1391	-0.29	1375	2	1373	1376	-0.22	
7	1474	"	1474	1471	+0.20	1196	1	1195	1193	+0.13	
8	1580	"	1580	1575	+0.32	1840	1	1839	1836	+0.16	
9	1286	"	1286	1276	+0.78	1263	0	1263	1269	-0.47	
10	1229	"	1229	1229	—	1264	1	1263	1265	+0.16	
11	1454	"	1454	1459	-0.34	1443	2	1441	1444	-0.21	
12	1493	"	1493	1492	+0.07	1462	0	1462	1469	-0.48	
13	2020	"	2020	2014	+0.30	1676	0	1676	1681	-0.30	
14	1938	"	1938	1939	-0.05	1715	2	1713	1721	-0.46	
15	1999	"	1999	1999	—	2645	3	2642	2648	-0.23	
16	Detector					1890	1	1889	1891	-0.11	
17		"				1674	0	1674	1684	-0.59	
18		"				1797	0	1797	1795	+0.22	
19	1782	0	1782	1803	-1.16	1809	2	1807	1808	-0.06	Testing missing
20	1905	0	1905	1938	-1.70	1817	0	1817	1819	-0.11	"
21	1798	0	1798	1838	-2.18	1759	0	1759	1757	+0.11	"
22	1790	0	1790	1833	-2.35	2176	0	2176	2174	+0.09	"
23	1444	0	1444	1475	-2.10	1620	0	1620	1623	-0.18	"
24	1618	0	1618	1648	-1.82	1533	1	1532	1532	—	"
25	1640	0	1640	1684	-2.61	1499	0	1499	1501	-0.13	"
26	1691	5	1686	1690	-0.24	1608	0	1608	1614	-0.37	Lost 1 on 1 in
27	2199	2	2197	2183	+0.56	1732	5	1727	1733	-0.35	
28	2215	2	2213	2207	+0.27	1785	0	1785	1789	-0.20	
29	2173	1	2172	2174	-0.09	3001	1	3000	3006	-0.20	

1969 DAILY AXLE COUNT COMPARISON

	NORTH BOUND					SOUTH BOUND					
	STATE PRINTING TREADLE A1			COMPUTED		TREADLE A2			COMPUTED		
DATE	Fwd.	Less Rev.	Net Axle	Net Axle	% Error	Fwd.	Less Rev.	Net Axle	Net Axle	% Error	
1	2058	Reverse Blocked	2058	2060	-0.10	4111	0	4111	4120	-0.22	
2	1153	"	1153	1145	+0.70	1430	0	1430	1435	-0.35	
3	1135	"	1135	1138	-0.26	1422	0	1422	1434	-0.77	
4	1247	"	1247	1246	+0.08	1309	0	1309	1310	-0.08	
5	1202	"	1203	1202	+0.08	1242	0	1242	1241	+0.08	
6	1387	"	1387	1391	-0.29	1375	2	1373	1376	-0.22	
7	1474	"	1474	1471	+0.20	1496	1	1495	1493	+0.13	
8	1580	"	1580	1577	+0.32	1840	1	1839	1836	+0.16	
9	1286	"	1286	1276	+0.78	1263	0	1263	1269	-0.47	
10	1229	"	1229	1229	—	1264	1	1263	1265	+0.16	
11	1454	"	1454	1459	-0.34	1443	2	1441	1444	-0.21	
12	1493	"	1493	1492	+0.07	1462	0	1462	1467	-0.48	
13	2020	"	2020	2014	+0.30	1676	0	1676	1681	-0.30	
14	1938	"	1938	1939	-0.05	1715	2	1713	1721	-0.46	
15	1999	"	1997	1999	—	2645	3	2642	2648	-0.23	
16	Documented					1890	1	1889	1891	-0.11	
17		"				1674	0	1674	1684	-0.59	
18		"				1797	0	1797	1795	+0.22	
19	1782	0	1782	1803	-1.16	1809	2	1807	1808	-0.06	Testing Machine
20	1905	0	1905	1938	-1.70	1817	0	1817	1819	-0.11	"
21	1798	0	1798	1838	-2.18	1759	0	1759	1757	+0.11	"
22	1790	0	1790	1833	-2.35	2176	0	2176	2174	+0.09	"
23	1444	0	1444	1475	-2.10	1620	0	1620	1623	-0.18	"
24	1618	0	1618	1648	-1.82	1533	1	1532	1532	—	"
25	1640	0	1640	1684	-2.61	1499	0	1497	1501	-0.13	"
26	1691	5	1686	1670	-0.24	1608	0	1608	1614	-0.37	Machine Out of Order
27	2499	2	2497	2483	+0.56	1732	5	1727	1735	-0.35	
28	2215	2	2213	2207	+0.27	1985	0	1985	1987	-0.20	
29	2173	1	2172	2174	-0.09	3001	1	3000	3006	-0.20	
30	1734	3	1731	1732	-0.06	2199	0	2199	2201	-0.09	
31											

OREGON STATE — TABULATION [illegible]

HIGHWAY DEPARTMENT — SHEET ..... OF ..... SHEETS

ASTORIA BRIDGE

DAILY AXLE COUNT COMPARISON

May 1959

	NORTH BOUND					SOUTH BOUND					
STATE PRINTING	TREADLE A1			COMPUTED		TREADLE A2			COMPUTED		
DATE	Fwd.	Less Rev.	Net Axle	Net Axle	% Error	Fwd.	Less Rev.	Net Axle	Net Axle	% Error	
1	996	10	986	1006	-1.99	783	1	782	788	-0.76	
2	2346	14	2332	2354	-0.93	1050	0	1050	1055	-0.47	
3	2007	11	1996	2022	-1.29	1655	2	1653	1651	+0.12	
4	1974	12	1962	1985	-1.16	4110	0	4110	4092	+0.44	
5	755	5	750	870	Mod.	1112	1	1111	1169	Mod.	Tread. Mod.
6	865	4	861	904	"	1021	0	1021	1015	+0.59	
7	925	2	923	942	-2.02	1052	0	1052	1052	—	
8	959	5	954	991	-3.74	1020	0	1020	1018	+0.20	
9	1170	1	1169	1192	-1.93	1145	0	1145	1143	+0.17	
10	1234	2	1232	1240	-0.65	1253	0	1253	1250	-0.24	
11	1811	0	1811	1818	-0.39	1871	2	1869	1867	+0.11	
12	956	4	952	986	-3.45	1072	0	1072	1069	+0.28	
13	916	2	914	936	-2.35	941	1	940	943	-0.32	
14	897	2	895	954	-6.18	943	0	943	941	+0.21	
15	1040	4	1036	1088	-4.78	1014	0	1014	1015	+1.07	
16	1429	0	1429	1436	-0.84	1123	0	1123	1125	-0.18	
17	1417	6	1411	1436	-1.74	1419	0	1419	1422	-0.21	
18	1432	4	1428	1447	-1.31	3012	0	3012	3013	-0.05	
19	1030	1	1029	1029	0 !!	1010	0	1010	1011	-0.10	
20	870	0	870	862	+0.91	1035	0	1035	1031	+0.39	
21	1038	1	1037	1045	-0.77	1013	1	1012	1015	-0.30	
22	1088	1	1087	1087	-0.09	1113	0	1113	1121	-0.71	
23	Disconnected			X		1372	1	1371	1375	-0.29	
24	"			X		1306	0	1306	1308	-0.15	
25		"		X		1416	0	1416	1421	-0.35	
26		"		X		1100	0	1100	1102	-0.18	
27	1006	"	1006	1006	0	926	0	926	929	+0.32	
28	1185	"	1185	1184	+0.08	1051	0	1051	1050	+0.10	
29	2461	"	2461	2454	+0.29	1136	0	1136	1135	+0.07	
30	2918	"	2914	2912	+0.21	2265	0	2265	2265	-0.09	

1951

	NORTH BOUND					SOUTH BOUND					
STATE PRINTING	TREADLE A1			COMPUTED		TREADLE A2			COMPUTED		
DATE	Fwd.	Less Rev.	Net Axle	Net Axle	% Error	Fwd.	Less Rev.	Net Axle	Net Axle	% Error	
1	996	10	986	1006	-1.99	783	1	782	788	-0.76	
2	2346	14	2332	2354	-0.93	1050	0	1050	1055	-0.47	
3	2007	11	1996	2022	-1.29	1655	2	1653	1651	+0.12	
4	1974	12	1962	1985	-1.16	4110	0	4110	4092	+0.44	
5	755	5	750	870	Mod.	1112	1	1111	1169	Mod.	Treadle Mod.
6	865	4	861	904	"	1021	0	1021	1015	+0.59	
7	925	2	923	942	-2.02	1052	0	1052	1052	—	
8	959	5	954	991	-3.74	1020	0	1020	1018	+0.20	
9	1170	1	1169	1192	-1.93	1145	0	1145	1143	+0.17	
10	1234	2	1232	1240	-0.65	1253	0	1253	1250	-0.24	
11	1811	0	1811	1818	-0.39	1871	2	1869	1867	+0.11	
12	956	4	952	986	-3.45	1072	0	1072	1069	+0.28	
13	916	2	914	936	-2.35	941	1	940	943	-0.32	
14	897	2	895	954	-6.18	943	0	943	941	+0.21	
15	1040	4	1036	1088	-4.78	1014	0	1014	1025	+1.07	
16	1429	0	1429	1436	-0.84	1123	0	1123	1125	-0.18	
17	1417	6	1411	1436	-1.74	1419	0	1419	1422	-0.21	
18	1432	4	1428	1447	-1.31	2012	0	2012	2013	-0.05	
19	1030	1	1029	1029	0 !!	1010	0	1010	1011	-0.10	
20	870	0	870	862	+0.91	1035	0	1035	1031	+0.39	
21	1038	1	1037	1045	-0.77	1013	1	1012	1015	-0.30	
22	1088	1	1087	1088	-0.09	1113	0	1113	1121	-0.71	
23	Discarded					1372	1	1371	1375	-0.29	
24	"					1306	0	1306	1308	-0.15	
25	"					1416	0	1416	1421	-0.35	
26	"					1100	0	1100	1102	-0.18	
27	1006	"	1006	1006	0	926	0	926	924	+0.22	
28	1185	"	1185	1184	+0.08	1051	0	1051	1050	+0.10	
29	2461	"	2461	2454	+0.29	1136	0	1136	1135	+0.09	
30	2918	"	2914	2902	+0.21	2265	0	2265	2265	-0.09	
31	2662	"	2660	2656	+0.15	2549	0	2549	2546	+0.09	
1	2058	"	2058	2060	-0.10	4111	0	4111	4120	-0.22	

April 1969

HIGHWAY DEPARTMENT — SHEET ..... OF ..... SHEETS

ASTORIA BRIDGE

DAILY AXLE COUNT COMPARISON

	NORTH BOUND					SOUTH BOUND				
	STATE PRINTING TREADLE A1			COMPUTED		TREADLE A2			COMPUTED	
DATE	Fwd.	Less Rev.	Net Axle	Net Axle	% Error	Fwd.	Less Rev.	Net Axle	Net Axle	% Error
1	789	5	784	771	-0.88	821	1	820	822	-0.24
2	787	6	781	790	-1.14	923	0	923	925	-0.22
3	975	7	968	973	-0.51	1027	0	1027	1029	-0.19
4	1453	12	1441	1460	-1.30	1241	0	1241	1243	-0.16
5	1502	9	1493	1507	-0.86	1366	0	1366	1361	+0.15
6	1711	17	1694	1730	-2.08	2038	0	2038	2035	+0.15
7	921	7	914	927	-1.40	974	0	974	971	+0.31
8	770	5	765	767	-0.26	874	0	874	877	-0.34
9	869	11	858	865	-0.81	866	1	865	856	+1.05
10	838	5	833	839	-0.72	864	0	864	861	+0.35
11	1096	6	1090	1102	-1.01	1016	1	1015	1009	+0.59
12	1075	11	1064	1085	-1.94	1104	0	1104	1098	+0.55
13	1311	14	1297	1325	-2.11	1234	0	1234	1231	+0.33
14	777	6	771	776	-0.64	772	0	772	770	+0.26
15	920	9	911	929	-1.91	879	3	876	875	+0.11
16	945	8	937	948	-1.16	869	0	869	863	+0.70
17	950	13	937	942	-0.50	840	0	840	835	+0.60
18	1192	12	1180	1202	-1.83	927	0	927	919	+0.87
19	1201	7	1194	1202	-0.66	1044	0	1144	1032	+0.39
20	1257	10	1247	1269	-1.73	1518	1	1517	1513	+0.25
21	742	5	737	739	-0.14	841	0	841	836	+0.59
22	779	8	770	781	-1.41	878	0	878	877	+0.11
23	732	5	727	735	-1.10	746	0	746	742	+0.26
24	793	4	789	794	-0.63	749	0	749	749	—
25	956	10	946	957	-1.14	919	0	919	919	—
26	1231	8	1221	1237	-1.29	1155	0	1155	1154	+0.09
27	1266	7	1259	1279	-1.57	1452	0	1452	1441	+0.76
28	721	4	717	724	-0.97	702	0	702	709	-1.00
29	786	4	782	787	-0.64	771	0	771	766	+0.65
30	941	10	931	951	-2.09	771	0	771	771	—

	NORTH BOUND					SOUTH BOUND				
	STATE PRINTING TREADLE A1			COMPUTED		TREADLE A2			COMPUTED	
DATE	Fwd.	Less Rev.	Net Axle	Net Axle	% Error	Fwd.	Less Rev.	Net Axle	Net Axle	% Error
1	789	5	784	791	-0.88	821	1	820	822	-0.24
2	787	6	781	790	-1.14	923	0	923	925	-0.22
3	975	7	968	973	-0.51	1027	0	1027	1029	-0.19
4	1153	12	1141	1160	-1.30	1241	0	1241	1243	-0.16
5	1502	9	1493	1509	-1.06	1366	0	1366	1361	+0.15
6	1711	17	1694	1730	-2.08	2038	0	2038	2035	+0.15
7	921	7	914	927	-1.40	974	0	974	971	+0.31
8	770	5	765	767	-0.26	874	0	874	877	-0.34
9	869	11	858	865	-0.81	866	1	865	856	+1.05
10	838	5	833	839	-0.72	864	0	864	861	+0.35
11	1096	6	1090	1103	-1.19	1016	1	1015	1009	+0.59
12	1075	11	1064	1085	-1.94	1104	0	1104	1098	+0.55
13	1311	14	1297	1325	-2.11	1234	0	1234	1231	+0.33
14	777	6	771	776	-0.64	772	0	772	770	+0.26
15	920	9	911	929	-1.94	879	3	876	875	+0.11
16	945	8	937	948	-1.16	869	0	869	863	+0.70
17	950	13	937	942	-0.40	840	0	840	835	+0.60
18	1182	12	1170	1202	-1.83	927	0	927	919	+0.87
19	1205	7	1198	1205	-0.56	1044	0	1044	1038	+0.57
20	1257	10	1247	1269	-1.73	1318	1	1317	1313	+0.25
21	742	5	737	739	-0.14	841	0	841	836	+0.59
22	779	8	770	781	-1.41	878	0	878	877	+0.11
23	744	5	739	743	-0.40	750	0	750	742	+0.26
24	793	4	789	794	-0.63	749	0	749	749	—
25	950	10	940	957	-1.78	919	0	919	919	—
26	1237	8	1229	1239	-1.45	1155	0	1155	1154	+0.09
27	1262	7	1255	1280	-1.99	1452	0	1452	1441	+0.76
28	721	4	717	724	-0.97	732	0	732	729	+0.37
29	789	4	785	787	-0.64	771	0	771	766	+0.37
30	961	10	951	951	-2.59	771	0	771	771	—
31										

Form 21-X

OREGON STATE HIGHWAY DEPARTMENT

TABULATED BY ...

SHEET ..... OF ..... SHEETS

March 1940 ASTORIA BRIDGE DAILY AXLE COUNT COMPARISON

	NORTH BOUND TREADLE A1			COMPUTED		SOUTH BOUND TREADLE A2			COMPUTED	
DATE	Fwd.	Less Rev.	Net Axle	Net Axle	% Error	Fwd.	Less Rev.	Net Axle	Net Axle	% Error
1	941	0	941	947	+0.11	918	0	918	913	+0.55
2	1147	10	1137	1147	-1.10	1166	0	1166	1159	+0.60
3	706	2	704	708	-0.56	705	0	705	707	-0.56
4	684	1	683	680	+0.44	727	0	727	727	-0.14
5	692	5	687	694	-1.01	721	0	721	717	+0.56
6	674	3	671	703	Void	725	0	725	772	-6.48 Void
7	903	5	898	905	-0.77	886	0	886	885	+0.11
8	986	2	984	995	-0.10	745	0	745	744	-0.11
9	1335	7	1328	1337	-0.67	1389	0	1389	1387	+0.14
10	700	8	692	700	-1.14	725	0	725	725	0
11	713	5	708	725	-2.34	775	0	775	774	+0.13
12	735	6	729	742	-1.75	775	0	775	774	+0.13
13	736	4	732	729	+0.41	715	0	715	716	-0.14
14	1006	7	999	1006	-0.70	961	1	960	959	+0.10
15	1141	6	1135	1139	-0.35	1143	0	1143	1139	+0.35
16	1247	3	1244	1264	-0.16	1342	0	1342	1337	+0.37
17	877	4	873	870	+0.35	898	1	897	895	+0.11
18	828	4	824	828	-0.48	744	0	744	745	-0.12
19	860	4	856	865	-1.04	873	0	873	868	+0.46
20	940	5	935	947	-1.27	996	0	996	999	-0.30
21	1292	8	1284	1291	-0.54	1265	0	1265	1270	-0.39
22	1211	7	1204	1211	-1.07	1290	0	1290	1289	-0.08
23	1371	4	1367	1366	+0.07	1357	1	1356	1345	+0.57
24	771	8	763	765	-0.25	865	0	865	864	+0.12
25	801	5	796	806	-1.12	1010	0	1010	1009	+0.12
26	866	3	863	871	-0.90	837	0	837	831	+0.72
27	764	2	762	767	-0.65	777	0	777	767	0
28	1043	2	1041	1047	-0.57	1081	0	1081	1071	+0.93
29	1206	6	1200	1215	-1.23	1174	2	1172	1177	-0.43
30	1383	6	1377	1387	-0.72	1112	0	1112	1101	+0.99

1961 DAILY AXLE COUNT COMPARISON

	NORTH BOUND					SOUTH BOUND				
	STATE PRINTING TREADLE A1			COMPUTED		TREADLE A2			COMPUTED	
DATE	Fwd.	Less Rev.	Net Axle	Net Axle	% Error	Fwd.	Less Rev.	Net Axle	Net Axle	% Error
1	941	0	941	947	+0.11	918	0	918	913	+0.55
2	1147	10	1137	1147	+0.10	1166	0	1166	1159	+0.60
3	706	2	704	708	-0.56	705	0	705	709	-0.56
4	684	1	683	683	+0.44	727	0	727	727	-0.14
5	692	5	687	694	-1.01	721	0	721	717	+0.56
6	674	3	671	702	[illegible]	725	0	725	722	[illegible]
7	903	5	898	905	-0.77	886	0	886	885	+0.11
8	986	2	984	995	-0.10	948	0	948	944	-0.11
9	1335	7	1328	1337	-0.67	1389	0	1389	1387	+0.14
10	700	8	692	700	-1.14	725	0	725	725	0
11	713	5	708	725	-2.34	775	0	775	774	+0.13
12	735	6	729	742	-1.75	775	0	775	774	+0.13
13	736	4	732	729	+0.41	715	0	715	716	-0.14
14	1006	7	999	1006	-0.70	961	1	960	957	+0.10
15	1147	6	1136	1141	-0.35	1143	0	1143	1139	+0.35
16	1247	3	1244	1249	-0.16	1342	0	1342	1337	+0.37
17	891	4	887	887	+0.33	888	1	887	889	-0.11
18	828	4	824	822	+0.48	874	0	874	875	+0.12
19	860	4	856	865	-1.04	873	0	873	868	+0.46
20	940	5	935	947	-1.27	936	0	936	929	-0.50
21	1292	8	1284	1291	-0.54	1265	0	1265	1270	-0.39
22	1211	7	1204	1217	-1.07	1290	0	1290	1289	-0.08
23	1371	4	1367	1366	+0.07	1357	1	1356	1348	+0.57
24	771	8	763	765	-0.25	865	0	865	864	+0.12
25	801	5	796	805	-1.12	935	0	935	936	+0.12
26	866	3	863	871	-0.90	937	0	937	931	+0.74
27	764	2	762	762	0.00	771	0	771	771	0
28	1048	3	1045	1051	-0.57	1071	0	1071	1071	-0.61
29	1206	6	1200	1205	-0.42	1174	2	1172	1172	-0.33
30	1383	6	1377	1393	-1.16	1112	0	1112	1104	+0.71
31	851	1	845	844	+0.12	855	0	855	855	0

February 1969

ASTORIA BRIDGE
DAILY AXLE COUNT COMPARISON

	NORTH BOUND					SOUTH BOUND					
	STATE PRINTING TREADLE A1			COMPUTED		TREADLE A2			COMPUTED		
DATE	Fwd.	Less Rev.	Net Axle	Net Axle	% Error	Fwd.	Less Rev.	Net Axle	Net Axle	% Error	
1	357	0	357	348	+2.59	301	1	300	300	—	
2	311	1	310	310	—	284	0	284	286	-0.70	
3	490	0	490	490	—	482	1	481	480	+0.21	
4	538	0	538	529	+1.70	560	0	560	561	-0.18	
5	559	2	557	558	-0.18	571	0	571	572	-0.17	
6	582	1	581	576	+0.87	611	1	610	614	-0.49	
7	640	5	635	629	+0.95	624	0	624	630	-0.95	
8	620	0	620	612	+1.31	593	0	593	589	+0.68	
9	443	0	443	437	+1.38	564	0	564	564	—	
10	531	1	530	528	+0.38	562	0	562	565	-0.53	
11	557	4	553	556	-0.54	511	0	511	510	+0.17	
12	652	0	652	645	+1.09	655	1	654	654	—	
13	652	4	648	657	+1.37	619	0	619	630	+1.32	
14	748	2	746	748	-0.27	729	0	729	735	-0.82	
15	784	4	780	785	-0.64	770	0	770	767	+0.39	
16	978	6	972	972	—	1032	0	1032	1027	+0.29	
17	701	4	697	677	-1.71	690	0	690	686	+0.29	
18	618	1	617	620	-0.48	674	2	672	670	+0.30	
19	675	3	672	662	+0.60	709	0	709	707	+0.28	
20	611	0	611	610	+0.16	695	0	695	695	0	
21	887	1	886	880	+0.68	912	0	912	910	+0.22	
22	1000	1	999	999	0	1082	0	1082	1081	+0.09	
23	1234	1	1233	1230	+0.24	1111	1	1110	1112	-0.18	
24	672	2	670	667	+0.15	640	0	640	640	0	
25	701	3	698	707	-1.27	757	2	755	721	+0.96	
26	652	1	651	652	-0.15	670	0	670	668	+0.30	
27	617	2	615	614	+0.16	603	2	601	604	-0.50	
28	778	5	773	785	-1.63	777	1	776	771	0	
29											
30											
31											

OREGON STATE HIGHWAY DEPARTMENT — SHEET 6 OF ... SHEETS

ASTORIA BRIDGE

DAILY AXLE COUNT COMPARISON

January 1969

	NORTH BOUND TREADLE A1			COMPUTED		SOUTH BOUND TREADLE A2			COMPUTED.		
DATE	Fwd.	Less Rev.	Net Axle	Net Axle	% Error	Fwd.	Less Rev.	Net Axle	Net Axle	% Error	
1	424	1	423	427	-1.40	265	0	265	260	+1.92	
2	564	3	561	575	-2.43	509	0	507	506	+0.59	
3	669	5	664	673	-1.63	667	0	667	664	+0.45	
4	645	0	645	646	-0.15	603	0	603	601	+0.33	
5	468	2	466	475	-1.87	376	0	376	377	-0.27	
6	525	3	522	534	-2.62	503	0	503	502	+0.17	
7	644	1	643	646	-0.46	659	0	659	660	-0.15	
8	585	1	584	591	-1.17	528	1	527	524	+0.51	
9	530	4	526	534	-1.50	591	0	591	586	+0.85	
10	556	1	555	594	-1.52	658	0	658	654	+0.61	
11	512	1	511	512	-0.20	504	0	504	504	+0.00	
12	359	1	358	360	-0.56	340	0	340	340	—	
13	507	3	504	512	-1.56	513	0	513	515	-0.39	
14	415	3	412	418	-1.44	434	0	434	432	+0.46	
15	391	5	386	399	-3.26	382	0	382	379	+0.79	
16	462	1	461	454	+1.54	454	0	454	456	-0.37	
17	513	1	512	517	-0.97	554	0	554	553	+0.18	
18	580	3	577	586	-1.54	631	0	631	629	+0.32	
19	365	0	365	365	0	355	0	355	351	+1.21	
20	314	2	312	313	-0.32	292	0	292	291	+0.34	
21	371	1	370	369	+0.27	408	0	408	407	+0.25	
22	467	0	467	462	+1.05	505	0	505	502	+0.60	
23	414	3	411	412	-0.24	410	0	410	408	+0.49	
24	449	1	448	447	+0.22	502	2	500	496	+0.80	
25	410	4	406	410	-0.98	439	0	439	438	+0.23	
26	206	0	206	199	+3.52	197	1	196	198	-1.01	
27	205	1	204	199	+2.51	199	0	199	199	—	
28	202	2	200	200	+0.00	184	0	184	200	-8.70	"
29	207	5	202	187	+8.02	189	1	188	188	—	"
30	248	0	248	244	+1.64	185	1	184	207	-6.28	"
31	388	2	386	387	-0.26	382	0	382	381	+0.26	

ASTORIA BRIDGE

DAILY AXLE COUNT COMPARISON

JANUARY 1959

	NORTH BOUND					SOUTH BOUND					
	TREADLE A1			COMPUTED		TREADLE A2			COMPUTED.		
DATE	Fwd.	Less Rev.	Net Axle	Net Axle	% Error	Fwd.	Less Rev.	Net Axle	Net Axle	% Error	
1	424	1	423	427	-1.40	265	0	265	260	+1.92	
2	564	3	561	575	-2.43	509	0	507	506	+0.59	
3	669	5	664	678	-1.63	667	0	667	664	+0.45	
4	645	0	645	646	-0.15	603	0	603	601	+0.33	
5	468	2	466	475	-1.87	376	0	376	377	-0.27	
6	525	3	522	534	-2.62	593	0	593	592	+0.17	
7	644	1	643	646	-0.46	659	0	659	660	-0.15	
8	585	1	584	591	-1.18	598	1	597	594	+0.51	
9	530	1	529	534	-1.50	591	0	591	586	+0.85	
10	596	1	595	594	+0.17	658	0	658	654	+0.61	
11	512	1	511	512	-0.20	504	0	504	500	+0.80	
12	359	1	358	360	-0.56	340	0	340	340	—	
13	507	3	504	512	-1.56	513	0	513	515	-0.39	
14	415	3	412	418	-1.44	434	0	434	432	+0.46	
15	391	5	386	399	-3.26	382	0	382	379	+0.79	
16	462	1	461	454	+1.54	454	0	454	456	-0.37	
17	519	1	518	523	-0.97	554	0	554	553	+0.18	
18	590	3	587	596	-1.54	631	0	631	629	+0.32	
19	365	0	365	365	0	355	0	355	351	+1.21	
20	314	2	312	313	-0.32	293	0	293	291	+0.34	
21	371	1	370	369	+0.27	408	0	408	407	+0.25	
22	467	0	467	462	+1.05	505	0	505	502	+0.60	
23	414	3	411	412	-0.24	410	0	410	408	+0.49	
24	449	1	448	447	+0.22	502	2	500	496	+0.80	
25	410	4	406	410	-0.98	439	0	439	438	+0.23	
26	206	0	206	199	+3.52	197	1	196	198	-1.01	
27	205	1	204	199	+2.51	199	0	199	199	—	
28	202	2	200	198	+0.99	184	0	184	200	-8.70	7:30
29	207	5	202	187	+8.04	189	1	188	188	—	"
30	248	0	248	244	+1.64	195	1	194	207	-6.28	"
31	338	2	336	333	+0.90	382	0	382	381	+0.26	

Form F 12N-

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 1 OF ..... SHEETS

ASTORIA BRIDGE

DAILY AXLE COUNT COMPARISON

	NORTH BOUND					SOUTH BOUND				
STATE PRINTING	TREADLE A1			COMPUTED		TREADLE A2			COMPUTED	
DATE	Fwd.	Less Rev.	Net Axle	Net Axle	% Error	Fwd.	Less Rev.	Net Axle	Net Axle	% Error
9/1/68	2949	2	2947	2953	-0.20	3323	1	3322	3318	+0.12
2	2530	3	2527	2530	-0.12	3469	0	3469	3468	+0.17
3	1706	2	1704	1710	-0.35	2284	0	2284	2285	-0.04
4	1857	3	1854	1867	-0.70	2131	1	2130	2125	+0.24
5	1800	1	1799	1807	-0.44	2275	0	2275	2275	——
6	2321	1	2340	2335	-0.64	2171	0	2171	2168	+0.14
7	2243	3	2240	2256	-0.71	2513	0	2513	2511	+0.08
8	2069	1	2068	2061	+0.03	2845	0	2845	2827	+0.64
9	1512	2	1510	1510	——	1855	0	1855	1858	-0.16
10	1524	4	1520	1528	-0.52	1741	0	1741	1740	+0.06
11	1567	3	1564	1577	-0.82	1640	1	1639	1634	+0.24
12	1570	1	1569	1588	-1.20	1693	0	1693	1686	+0.42
13	1878	2	1876	1898	-1.14	1643	0	1643	1646	-0.18
14	1731	6	1715	1731	-0.92	1915	0	1915	1914	+0.05
15	1435	1	1434	1441	-0.49	2001	3	1998	1997	+0.05
16	1111	1	1110	1113	-0.27	1348	0	1348	1346	+0.15
17	1156	1	1155	1161	-0.52	1300	0	1300	1295	+0.39
18	1164	5	1159	1181	-1.86	1225	0	1225	1225	——
19	1247	1	1246	1268	-1.74	1287	0	1287	1285	+0.16
20	1496	3	1493	1498	-0.34	1316	4	1312	1309	+0.23
21	1404	1	1403	1413	-0.64	1439	0	1439	1437	——
22	1341	5	1336	1349	-0.96	1714	0	1714	1711	+0.15
23	946	2	944	956	-1.26	1199	0	1199	1202	-0.25
24	1145	2	1143	1149	-0.52	1228	0	1228	1227	+0.08
25	1086	2	1084	1090	-0.55	1283	0	1283	1280	+0.23
Totals	40,748	58	40,690	40,972	-0.67	46,520	11	46,509	46,448	+0.13

Form 810-

OREGON STATE HIGHWAY DEPARTMENT

TABULATION S...

SHEET 2 OF ..... SHEETS

ASTORIA BRIDGE

DAILY AXLE COUNT COMPARISON

	NORTH BOUND					SOUTH BOUND				
	STATE PRINTING TREADLE A1			COMPUTED		TREADLE A2			COMPUTED	
DATE	Fwd.	Rev.	Net Axle	Net Axle	% Error	Fwd.	Rev.	Net Axle	Net Axle	% Error
9/30/67	1050	1	1049	1056	-0.66	1197	0	1197	1197	—
27	1332	4	1328	1345	-1.26	1408	0	1408	1409	-0.07
28	1594	2	1592	1600	-0.50	1570	0	1590	1592	-0.13
29	1559	0	1559	1576	-1.08	1733	0	1733	1731	+0.12
30	1001	3	998	1009	-1.09	1175	2	1173	1172	+0.09
10/1/67	979	3	976	977	-.11	1189	0	1189	1190	-0.08
2	861	1	860	871	-1.26	1008	0	1006	1006	+0.20
3	915	2	913	927	-1.51	1010	0	1010	1010	—
4	1042	2	1040	1057	-1.61	1171	2	1167	1167	—
5	1005	5	1000	1025	-2.44	1133	0	1133	1129	+0.35
6	1158	0	1158	1179	-1.75	1104	0	1104	1097	+0.64
7	853	1	852	856	-0.47	927	0	927	927	—
8	947	2	945	955	-1.05	1006	2	1006	1004	+0.20
9	940	1	939	969	-3.10	942	0	942	941	+0.11
10	907	3	904	947	-4.54	918	0	918	918	—
11	885	1	884	925	-4.23	1036	0	1036	1035	+0.10
12	885	2	883	908	-2.75	1062	0	1062	1065	-0.09
13	907	3	904	935	-3.32	919	0	919	918	+0.11
14	743	1	742	758	-2.11	824	0	824	823	+0.12
15	777	1	776	790	-1.77	755	0	755	753	+0.40
16	751	3	748	761	-1.71	846	2	844	844	—
17	719	—	719	720	-0.14	807	—	807	807	—
18	905	4	901	910	-0.99	941	—	941	943	-0.21
19	806	—	806	807	-0.12	844	—	844	846	-0.24
20	898	—	898	907	-0.99	879	—	879	881	-0.23
Totals	24917	45	24872	25,138	-1.07	26424	6	26418	26416	+0.03

Form E10x—

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET 3 OF ..... SHEETS

ASTORIA BRIDGE

DAILY AXLE COUNT COMPARISON

	NORTH BOUND					SOUTH BOUND					
STATE PRINTING	TREADLE A1			COMPUTED		TREADLE A2			COMPUTED		
DATE	Fwd.	Rev.	Net Axle	Net Axle	% Error	Fwd.	Rev.	Net Axle	Net Axle	% Error	
10/21/68	738	3	735	741	-0.81	805	—	805	803	+0.25	
22	693	1	692	695	-0.43	790	—	790	789	+0.13	
23	610	20	590	716	Not Valid	675	5	670	771	Not Valid Counter Out	
24	625	12	613	700	-12.43 "	792	—	792	792	—	
25	688	4	684	726	-5.79	792	—	792	789	+0.38	
26	834	7	827	874	-5.38	951	—	951	931	+2.15	
27	980	5	975	1032	-5.52	1015	—	1015	1031	-1.55	
28	678	2	676	715	-2.66	740	2	738	739	+0.68	
29	615	—	615	643	-3.74	739	—	739	739	—	
30	611	1	610	641	-4.84	684	—	684	684	—	
31	701	—	701	701	—	714	—	714	715	+0.14	
11/1/68	726	—	726	730	-0.55	739	—	739	736	+0.41	
2	811	—	811	814	-0.37	739	—	739	740	-0.14	
3	893	1	892	894	-0.22	970	2	968	971	—	
4	715	1	714	727	-1.79	740	2	738	738	—	
5	660	2	658	664	-0.90	662	1	661	664	-0.45	
6	677	3	674	686	-1.75	713	—	713	702	+1.57	
7	635	3	632	641	-1.40	701	—	701	700	+0.14	
8	695	1	694	696	-0.29	769	—	769	769	—	
9	940	3	937	943	-0.64	959	—	959	956	+0.31	
10	764	2	762	768	-0.78	816	—	816	815	+0.12	
11	810	6	804	819	-1.83	825	—	825	825	—	
12	579	—	579	576	+0.52	629	2	627	626	+0.16	
13	616	1	615	619	-0.65	658	—	658	660	-0.30	
14	614	1	613	617	-0.65	646	—	646	644	+0.31	

Form E40x-

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET 4 OF ..... SHEETS

ASTORIA BRIDGE

DAILY AXLE COUNT COMPARISON

	NORTH BOUND					SOUTH BOUND				
STATE PRINTING	TREADLE A1			COMPUTED		TREADLE A2			COMPUTED	
DATE	Fwd.	Less Rev.	Net Axle	Net Axle	% Error	Fwd.	Less Rev.	Net Axle	Net Axle	% Error
11/5/68	666	2	664	668	-0.60	674	--	674	676	-0.29
16	669	3	666	670	-0.60	666	-	666	667	-0.15
17	635	1	634	627	-0.48	744	-	744	744	—
18	549	7	542	560	-3.21	570	-	570	571	-0.18
19	588	3	585	591	-1.02	675	-	675	675	—
20	619	3	616	625	-1.44	607	-	607	613	-0.65
21	535	2	533	538	-0.93	607	-	607	609	—
22	726	2	724	730	-0.82	763	-	763	762	+0.13
23	739	4	735	740	-0.66	740	-	740	742	-0.27
24	632	6	626	636	-1.57	632	2	630	630	—
25	646	5	641	646	-0.77	693	-	693	694	-0.14
26	652	4	648	661	-1.97	675	-	675	673	+0.30
27	789	2	787	793	-0.76	823	-	823	821	+0.24
28	713	3	710	719	-1.25	792	-	792	788	+0.51
29	945	3	942	945	-0.32	919	-	919	919	—
30	915	2	913	918	-0.54	916	-	916	911	+0.55
12/1/68	951	2	949	950	-0.11	802	-	802	800	+0.25
2										
3										
4										
5										
6										
7										
8										
9										

HIGHWAY DEPARTMENT — SHEET 5 OF ... SHEETS

ASTORIA BRIDGE

DAILY AXLE COUNT COMPARISON

December 1968

	NORTH BOUND TREADLE A1			COMPUTED		SOUTH BOUND TREADLE A2			COMPUTED	
DATE	Fwd.	Less Rev.	Net Axle	Net Axle	% Error	Fwd.	Less Rev.	Net Axle	Net Axle	% Error
1	951	2	949	950	-0.11	802	—	802	800	+0.25
2	592	5	587	599	-2.00	649	—	649	649	—
3	547	2	545	551	-1.07	602	—	602	600	+0.33
4	637	1	636	647	-1.70	674	—	574	572	+0.30
5	562	2	560	565	-0.88	644	—	644	644	—
6	750	6	744	755	-1.46	846	1	845	844	+0.12
7	690	1	689	695	-0.86	684	0	684	695	-0.3
8	517	0	517	518	-0.19	504	1	503	503	—
9	537	1	536	543	-1.29	568	1	567	567	—
10	640	2	638	647	-1.39	710	—	710	708	+0.28
11	588	2	586	592	-1.01	664	0	664	660	+0.61
12	623	2	621	627	-0.96	617	4	613	610	+0.49
13	664	4	660	673	-1.93	751	0	751	754	-0.40
14	699	5	694	707	-1.84	719	3	716	716	—
15	392	1	391	394	-0.76	418	0	418	417	+0.24
16	646	2	644	649	-0.77	698	0	698	695	+0.43
17	653	4	649	[illegible]	-2.26	651	0	651	651	—
18	590	5	585	594	-1.52	601	1	600	601	-0.17
19	544	2	542	548	-1.09	613	0	613	609	+0.66
20	695	1	694	693	+0.14	745	0	745	747	-0.27
21	704	6	698	712	-1.97	767	0	767	761	+0.79
22	355	1	354	356	-0.56	401	0	401	398	+0.75
23	724	1	723	730	-0.96	725	1	724	727	-0.41
24	615	1	614	616	-0.32	570	—	570	568	+0.35
25	501	5	496	504	-1.59	542	—	542	538	+0.74
26	733	1	732	735	-0.41	722	—	722	719	+0.42
27	544	4	540	546	-0.71	910	0	910	911	-0.11
28	532	3	529	531	-0.38	454	2	452	450	+0.44
29	313	3	310	314	-1.27	272	0	272	272	—
30	263	1	262	262	—	264	1	263	266	-1.13
31	218	1	217	233	-6.91	230	4	226	226	-4.42

ASTORIA BRIDGE

DAILY AXLE COUNT COMPARISON

Dec. 1968

	NORTH BOUND TREADLE A1			COMPUTED		SOUTH BOUND TREADLE A2			COMPUTED	
DATE	Fwd.	Less Rev.	Net Axle	Net Axle	% Error	Fwd.	Less Rev.	Net Axle	Net Axle	% Error
1	951	2	949	950	-0.11	802	—	802	800	+0.25
2	592	5	587	599	-2.00	649	—	649	649	—
3	547	2	545	551	-1.07	602	—	602	600	+0.33
4	637	1	636	647	-1.70	674	—	674	672	+0.30
5	562	2	560	565	-0.85	644	—	644	644	—
6	750	6	744	755	-1.46	846	1	845	844	+0.12
7	690	1	689	695	-0.86	684	0	684	685	-0.15
8	517	0	517	518	-0.19	504	1	503	503	—
9	537	1	536	543	-1.29	568	1	567	567	—
10	640	2	638	647	-1.39	710	—	710	708	+0.28
11	588	2	586	592	-1.01	664	0	664	660	+0.61
12	623	2	621	627	-0.96	617	4	613	610	+0.49
13	664	4	660	673	-1.93	751	0	751	754	-0.40
14	699	5	694	707	-1.84	719	3	716	716	—
15	392	1	391	394	-0.76	418	0	418	417	+0.24
16	646	2	644	649	-0.77	688	0	688	685	+0.44
17	653	4	649	664	-2.26	651	0	651	651	—
18	590	5	585	594	-1.52	601	1	600	601	-0.17
19	544	2	542	548	-1.09	613	0	613	609	+0.66
20	675	1	694	693	+0.14	745	0	745	747	-0.27
21	704	6	698	712	-1.97	767	0	767	761	+0.79
22	355	1	354	356	-0.56	401	0	401	398	+0.75
23	724	1	723	730	-0.96	725	1	724	727	-0.41
24	615	1	614	616	-0.32	570	—	570	568	+0.35
25	501	5	496	504	-1.59	542	—	542	538	+0.74
26	733	1	732	735	-0.41	722	—	722	719	+0.42
27	544	4	540	546	-0.71	910	0	910	911	-0.11
28	532	3	529	531	-0.38	454	2	452	450	+0.44
29	313	3	310	314	-1.27	272	0	272	272	—
30	263	1	262	262	—	264	1	263	266	-1.13
31	218	1	217	233	-6.91	230	4	216	226	-4.42

IS RAPIDS TOLL BRIDGE

CASH & REVENUE SUMMARY

Lane No.	COLLECTOR	Auto 1.00	Auto 1 Axle Trailer 1.50	Auto 2 Axle Trailer 2.00	Truck-Bus 2 Axle 1.50	Truck-Bus 3 Axle 2.00	Truck 4 Axle 2.50	Truck 5 Axle 3.00	Truck 6 Axle 3.50
1-2	[illegible]	24	10	4	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1-2	[illegible]	244	7	3	23	5	5	31	1
1-2	[illegible]	154	3	1	10	2	5	7	0
TRAFFIC		462	10	4	33	10	10	142	1
REVENUE		231.00	15.00	8.00	49.50	20.00	25.00	426.00	3.50

COLLECTOR	CASH TOLLS	CHARGE TOLLS	TOTAL REVENUE	COMPUTED REVENUE	CASH DUE	Over (Short)	Computed Axles	Treadle Axles	Over (Short)
[illegible]	101.50	87.00	188.50	188.50	101.50	—	323	323	—
[illegible]	358.75	82.50	441.25	441.25	358.75	—	815 = 508	307	+ 2
[illegible]	327.10	66.00	393.10	393.10	327.10	—	714	713	+ 1
TALS	787.35	235.50	1,022.85	1,022.85	787.35	—	1,846	1,843	+ 3

Can't do 6 axle unless load line 2.

H DUE. . . 787.35

ER (Short) —

PUTED REVENUE . 1,022.85

ESS: CHARGES . 235.50

CASH DUE . . . 787.35

Traffic Analysis:
Forward Treadle . 1,843
Less: Reverse. . 2
Net Treadle Axles 1,843

All Classifications, Less #12. 1,841
Net Computed Axles
Over (Short). . . . 3

N-1

C

Tot

Cas

Dep

CASH & REVENUE SUMMARY

Buggs Date: May 1 19 [illegible]

...xle	Truck-Bus 2 Axle 1.50	Truck-Bus 3 Axle 2.00	Truck 4 Axle 2.50	Truck 5 Axle 3.00	Truck 6 Axle 3.50	Truck 7 Axle 4.00	Truck 8 Axle 4.50	Motorcycle .25	Pedestrian .10	Special Non-Reven
	22	5	[illegible]	34	1	[illegible]	[illegible]	1	2	[illegible]
	10	2	[illegible]	7	0	[illegible]	[illegible]	0	1	0
	32	10	16	43	1	0	0	1	1	0
	48.00	20.00	[illegible]	129.00	3.50	—	—	.25	.10	—

...D	CASH DUE	Over (Short)	Computed Axles	Treadle Axles	Over (Short)	ACCOUNTS RECEIVABLE COLLECTIONS	AMOUNT
...0	101.50	—	313	313	—		
...25	352.75	—	815/506	507	+2		
...10	327.10	—	714	713	+1		
...C	79735	—	1846	1843	+3		
						Total Accounts Receivable Collected . .	787.3
						Cash Tolls.	787.3
						Deposit.	

...to treadle would have been 2.

Analysis:
Treadle . 1,843
Reverse. . 2
Treadle Axles 1,843

...ssifications, Less #12. 1,846
...puted Axles
Over (Short). . . . 3

N.J
C

H. Gubbs

State of Washington
Department of Highways

Biggs Rapids Toll Bridge
Collector's Daily Report

Date 5-1-69
Lane No 1-2

Hours 4P M to 12P M

Denomination	Amount	Verified	Remarks
Bills			
$100			
50			
20	60.00	60.00	
10	80.00	80.00	
5	45.00	45.00	
2			
1	35.00	135.00	
Dollars			
Halves			
Quarters	7.00	7.00	
Dimes	.10	.10	
Nickels			
Pennies			
Checks			
Total Cash	327.10	327.10	
Charges	66.00	66.00	
Total Revenue	393.10	393.10	

Extra Axles (over 8) _____
Passes Collected None

Collector L. Swanwalt

1
Key No.

R. Curtis
Cashier

State of Washington
Department of Highways

Biggs Rapids Toll Bridge
Collector's Daily Report

Date 5-1-69
Lane No 1 2

Hours 8 A M to 4 P. M

Denomination	Amount	Verified	Remarks
Bills			
$100			1 - Account
50			1 not Known = 3
20	120.00	60.00	
10	10.00	10.00	
5	85.00	85.00	
2			
1	194.00	94.00	
Dollars			
Halves			
Quarters	2.00	2.00	
Dimes	1.40	1.40	
Nickels	.25	.25	
Pennies			
Checks			
Total Cash	358.75	358.75	
Charges	82.50	82.50	
Total Revenue	441.25	441.25	

Extra Axles (over 8) _____
Passes Collected 2

Collector [signature]

2
Key No.

[signature]
Cashier

State of Washington
Department of Highways

Biggs Rapids Toll Bridge
Collector's Daily Report

Date 5-1-69
Lane No 1 - 2

Hours 12 M to 5A M

Denomination Bills	Amount	Verified	Remarks
$100			
50			
20	60.00	60 00	
10			
5	15.00	15.00	
2			
1	26.00	26.00	
Dollars			
Halves			
Quarters	50	.50	
Dimes			
Nickels			
Pennies			
Checks			
Total Cash	101.50	101.50	
Charges	87.00	87.00	
Total Revenue	188.50	188.50	

Extra Axles (over 8) _____
Passes Collected _____

Collector Sel Fabis

5
Key No.

R. Smith
Cashier

DEPOSIT SLIP

NATIONAL BANK OF COMMERCE of Seattle

DEPOSITS ACCEPTED SUBJECT TO THE RULES AND REGULATIONS OF THIS BANK

Please list all checks by bank number on this form. Use additional slips, if necessary. Alternate lines may be used for the name of person from whom you received the check.

CUSTOMER'S NAME _____

DATE _____

	DOLLARS	CENTS
CURRENCY		
COIN		
CHECKS 1		
2		
3	75	
4	7.60	
5	X5	
6		
7		
8		
9		
10		
11		
12	1	
13		
14		
15		
16	H169	
17		
18		
19	41462	8
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
ENTER THIS TOTAL IN BOX ON REVERSE SIDE →		

75760

OVER - SHORT REPORT

BIGGS RAPIDS TOLL BRIDGE
Facility

Name	Short / over	CARR		FALIN		DANIELS		SIMMONS		ZUMWALT		Mon
	Money	Actual Cash	Money	Actual Cash	Money	Actual Cash	Money	Actual Cash	Money	Actual Cash		
1					-	171.00	—	474.30	—	362.00		
2			—	213.30			—	439.90	—	400.00		
3			—	134.50			—	523.00	—	439.50		
4			—	202.00	—	622.50	—	599.20				
5	-	143.00	—	182.50	—	371.00						
6			—	167.00	—	697.50			—	537.00		
7			—	176.00	-2.00	366.00			—	482.50		
8			—	232.50	—	364.50			—	504.50		
9	—	363.00					—	212.00	—	471.50		
10	—	373.00					—	188.00	—	519.75		
11			—	585.00			+1.00	182.50	—	509.75		
12	—	557.00	—	439.00			—	156.00				
13			—	543.00	—	614.00	—	101.50				
14			+1.00	304.00	—	423.50	—	175.60				
15			—	332.00	—	417.76	—	203.50				
16			—	382.00	—	437.50			-1.00	185.50		
17			—	382.25	—	512.50			—	192.00		
18	—	426.00					—	561.50	—	175.00		
19	-1.00	510.50					—	382.00	—	122.00		
20			-1.00	436.50			—	563.00	—	120.20		
21	—	170.00	—	430.50			—	318.50				
22	-3.00	154.50	—	382.20			—	308.10				
23			—	411.10	—	135.00	—	362.50				
24	—	200.00	—	435.00			—	362.00				
25	.00	189.50	—	418.50					—	518.50		
26	-1.00	478.00			—	392.5			—	359.75		
27					+3.00	74.50	+1.00	493.25	—	605.50		
28					—	160.50	—	443.00	—	351.50		
29					—	183.00	—	408.25	—	321.00		
30	—	202.50					—	360.10	—	392.50		
31												
Totals	6.00	4,285.00	2.00	6,800.85	5.00	5,736.00	2.00	7,895.60	1.00	7,575.75		
Error Days	4		2		3		2		1			
Days Worked	12		20		16		22		20			
Grade	30				50							
Error Per M	1,40		29		87		25		13			

C.B.E.

BIGGS RAPIDS TOLL BRIDGE — Facility

APRIL — Month — 19 69

	DANIELS		SIMMONS		ZUMWALT						
1	Money	Actual Cash	Money	Actual Cash	Money	Actual Cash	Money	Actual Cash	Money	Actual Cash	Total Money
	—	171.00	—	474.50	—	362.00				613.50	—
50			—	1139.70	—	400.00				653.10	—
50			—	523.00	—	439.50				146.50	—
00	—	622.50	—	599.50						435.70	—
50	—	371.00								301.50	—
00	—	497.50			—	537.00				341.50	—
00	-2.00	366.00			—	452.50				013.50	2.00
50	—	364.50			—	504.50				101.50	—
			—	212.00	—	471.50				051.50	—
			—	132.00	—	519.75				085.75	—
00			+1.00	132.50	—	509.75				2.7725	1.00
00			—	156.00						152.00	—
00	—	614.00	—	101.50						251.50	—
00	—	423.50	—	175.60						2.9.310	1.00
00	—	417.76	—	209.50						959.25	—
00	—	427.50			-1.00	185.50				995.00	1.00
25	—	312.50			—	192.00				1.0112	—
			—	561.50	—	175.00				1162.50	—
			—	381.00	—	122.00				021.50	1.00
			—	563.00	—	120.20				1637.0	1.00
50			—	318.50						979.00	—
50			—	308.10						345.40	3.00
00	—	135.00	—	361.50						991.00	—
00			—	362.00						991.00	—
50					—	518.50				1,124.50	1.00
	—	139.25			—	357.75				977.00	1.00
	+3.00	74.50	+1.00	493.25	—	605.50				1,173.25	4.00
	—	160.50	—	443.00	—	351.50				955.00	—
	—	183.00	—	408.25	—	321.00				912.25	—
			—	360.10	—	392.50				955.10	—
85	5.00	5,736.00	2.00	7,895.60	1.00	7,575.35				32,293.40	16.00
	2		2		1						10
	16		22		20						30
	50										
	87		25		13						50

Female

Biggu Rapids Bridge

over-Short

April 1969

Error per $1,000		Grade
.13	Jumwalt	94
.25	Simmons	88
.29	Falin	86
.87	Daniels	56
1.40	Carr	30

Average = 50 ¢

Constant = 5000

RECEIVED
JUL 15 1969

F-115(24)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 14, 1969

SUBJECT:

To:

MEMO TO THE FILE

On Friday, July 11, I personally inspected the treadle counting equipment at the Astoria toll booth. I find the placement of the northbound axle counter to be such that some cars and many trucks in making the necessary evasive maneuvers after paying toll pull away from the booth sharply in order to avoid raking the curb. It has been determined by repeated tests that crossing the treadle counter at an angle of more than five degrees from the perpendicular will result in an erroneous count.

These discrepancies have been detailed over a period of eight months. An average factor of error will be determined and no further action taken re the placement of the treadle counter until such time as it is necessary to repair or replace that equipment.

The probable error will be shown on the detailed sheets for each day's accounting.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
E. S. Hunter
R. L. Schroeder
R. D. Asburry
V. E. Skoog
R. Hawkins

APR 30 1969

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1969

SUBJECT: Toll Count
Astoria

To: Tom Edwards
ASSISTANT STATE HIGHWAY ENGINEER

Our recent analyzation, refer to J. B. Boyd's report which is attached, indicates some malfunctioning of the equipment either in the treadles or in the relay system. We have reversed the relay panels on the counting machine to try to isolate this to the defective piece of equipment. This revised operation will have to be in service for a period of time before we can determine whether it is in the treadle or in the counting machine. As soon as a pattern can be determined, we will proceed to try to get the defective piece of equipment repaired or replaced.

R. D. Asburry
DIVISION ENGINEER

RDA:lf
Attach.

cc: E. S. Hunter
R. S. Hawkins

NOTED
SOMMAGE MOT

RECEIVED
APR 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

4-04a

Salem, Oregon
April 22, 1969

E. S. Hunter
MAINTENANCE ENGINEER

Traffic Count Study
Astoria Bridge
Assignment #556 - ESH

D E P A R T M E N T

The Division Office has completed a manual count at the toll facility. This manual count was taken from April 7 noon until April 11 noon. The count was taken on a 24 hour basis. Previous to this study, my opinions in keeping a daily check of the two machines, northbound and southbound, and the graphing of these comparative results indicated the following:

1) That the error was within reasonable limits, generally much less than 1% as compared on the revised toll sheet.

2) That even though the results were reasonable, machine A1 northbound was not compensating on the curve. The results were always on the negative side.

3) The tabulation indicated on the northbound machine that a continuing reverse axle was being registered and that this reverse was not believed to be actually occurring. The southbound machine shows what we believe was a normal reverse pattern.

The result of the manual count pointed out flaws that were an opinion previous to taking the count. It indicates that a mechanical treadle error is occurring in the reverse direction which throws our entire pattern to the negative side. The following was our pattern of testing:

1) Six men on three shifts of two men each made manual visual counts.

2) The toll taker every time he registered a vehicle in the toll booth also pressed the button which registered the axles of that vehicle on the counter sheet.

This procedure gave us three sources of count as opposed to the previous two. We found that numerous inaccuracies occurred even with the manual count. We have, by using two elements agreeing, cast out that portion of the data in which three sources disagreed. I believe this is a reasonable theory and the summary of both machines is attached on separate sheets.

NOTED
R. D. ASBURRY

SUMMARY:

1) The undercount and the overcount on the northbound count appear to be fairly compensatory.

2) The reverse axles creating a cancelling effect increases the error. You will note that in item number 8 on the northbound sheet that a considerable error is occurring in the reverse direction. This substantiates my previous opinion.

ANALYSIS:

1) The northbound machine is obviously our problem.

2) The problem is mechanical or electrical.

3) We have, in the recent past, installed a new treadle and a new relay panel that created no appreciable change in accuracy.

4) The toll taker error, as indicated by our study, is reasonable and no greater than one would expect with work of this type.

RECOMMENDATIONS:

If we can realize that there is an error feature in this northbound machine and if the graph is maintained by this office, a copy of which is attached, remains reasonable I would recommend no additional outlay of money. We will switch the panel from A1 to A2 and study the results for one month. If the error factor switches, we can assume the error is in the panel. If this fails to isolate the problem, the following is recommended if you do not believe we can withstand the error:

1) Re-install the northbound treadle to a position approximately 50' north of the toll booth. This should avoid bounce by vehicles under the first burst of acceleration from a standing position on the upgrade.

2) The treadle on the northbound lanes be again replaced. These units are hermetically sealed and I personally inspected the last unit removed after the rubber seal was cut off and could see no basis for a mechanical failure in the unit. With the reversing action of this treadle, there are possible malfunctions such as loss of seal creating arcing within the unit. These units cost approximately $15 a piece.

R. D. Asburry
DIVISION ENGINEER

By
N. E. Boyd
ASST. DIVISION ENGINEER

JEB:sjh
cc: R. S. Hawkins
Jim Cix

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

SOUTHBOUND

	April 7 noon to midnight	April 8	April 9	April 10	April 11 midnite to noon
TREADLE ERRORS					
1 treadle overcount on auto	0	0	1 (2 over) count	0	0
2 treadle overcount on 5 axle combo	0	0	1 (2 over) count	0	0
3 treadle got 2 extra indications	0	0	1	0	1
4 treadle undercount on auto	0	1	0	0	0
5 treadle undercuunt on 6 axle combo	1	0	0	0	0
6 treadle missed auto	0	2	0	0	0
TOLL TAKER ERRORS					
1 toll taker registered auto instead of 5 axle combo	1	0	0	0	1
2 toll taker registered 2 axle truck rather than 3 axle truck	0	0	1	0	0
3 toll taker registered auto + 1 axle trailer instead of 2 axle truck	0	1	0	0	0
4 toll taker registered auto + 1 axle trailer instead of auto + 2 axle trailer	0	1	0	0	0
5 toll taker registered 3 axle combo instead of auto		1	0	0	0
6 toll taker registered auto + 2 axle trailer rather than auto + 1 axle trailer	0	0	0	1	0
7 toll taker missed auto	0	0	1	1	1

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

NORTHBOUND

	April 7 noon to midnite	April 8	April 9	April 10	April 11 midnite-noon
TREADLE ERRORS					
1 treadle overcount on Auto	1	3	3	1	1
2 treadle overcount on 2 axle truck	0	0	1	3	0
3 treadle overcount on Auto + 1 axle trailer	0	0	1	0	0
4 treadle overcount on 3 axle truck	1	4	4	4	3
5 treadle overcount on 4 axle truck	0	1	0	0	1
6 treadle overcount on 5 axle truck	0	0	1	0	0
7 treadle overcount on Combination vehicle	2	2	0	0	0
8 treadle got 1+1 reverse instead of 2	2	4	9	5	3
9 treadle got 2-1 reverse on auto + 1 axle trailer	0	1	0	0	0
10 treadle got 5+1 reverse on 5 axle combo.	1	0	0	0	0
11 treadle undercount on auto	3	3	1	4	1
12 teadle undercount on 5 axle combo	1	0	0	2	1
13 treadle missed auto	0	1	0	0	0
14 treadle registered 1 reverse when nothing went over	0	0	2	0	0
TOLL TAKER ERRORS					
1 toll taker registered 2 axle truck instead of 3 axle truck	0	1	0	0	1
2 toll teaker registered 1 extra auto	0	0	1	0	0

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APR 25 1969
FOR FILING

F-115(20)
6117

ASTORIA BRIDGE
Bridge #1949

Traffic over Bridge 7/29/66

Contract No.			Construction Cost	Use
6124 Piers	4-1803 (DeLong)	11/5/62 - 4/13/64		
	RWE Estimate of work completed		$ 4,724,406.56	---
		Liquidated Damages	- 330,000	
	RWE projected total cost had DeLong completed		$ 7,614,422.99	$ 7,614,423
6467 Piers	4-1806 (Raymond)	7/30/64 - 12/5/65		
	Final Estimate		$ 5,339,929.32	---
		Liquidated Damages	- 32,000	
6268 Super-structure	4-1805 (U.S. Steel Corp.)	12/16/63 - 11/9/66		
	Final Estimate		$10,203,343.11	$10,203,343
6246 Viaduct	4-1804 (P-G)	8/2/63 - 9/15/65		
	Final Estimate		$ 3,885,838.43	$ 3,885,838
		Liquidated Damages	- 10,000	
6499 Oregon Approach	4-1099 (Pacific Conc.)	11/10/64 - 5/27/66		
	Final Estimate		$ 1,212,493.89	
6527 Riprap	4-1807 (Umpqua R. Navigation Co.)	1/18/65 - 2/27/67		
	Final Estimate		$ 906,587.25	
				$21,703,604
	Oregon State Hwy. Dept. Price Index 1966 - 352			
		1969 - 376		
	Difference	24 = 7%		$ 1,519,252
	1969 Replacement Value			$23,222,856

NOTED
TOM EDWARDS

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APR 28 1969

F-115(20)
6499

Salem, Oregon
April 23, 1969

Mr. R. D. Asburry
Division Engineer

The axle count has considerable variation at the Astoria Bridge. The daily toll sales report carries the notation "Awaiting evaluation of recent manual count before making any moves to try and correct axle discrepancies."

It would seem that this is a moot point. The treadle counter and the manual counters do not check and steps should be taken to correct this immediately.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
E. S. Hunter (enc.)

ASTORIA T

(DOES NOT

AVERAGE MONTHLY TRAFFIC

4,000
3,000
2,000
1,000
0

1967	156.994
1968	163.446

Total to date

543 533 | 672 644 | 770 802 | 825 875 | 1004 1033

66 67 68 69 | JAN. | FEB. | MARCH | APRIL | MAY

JAN 2 - 1969

F-11(2)
Cont

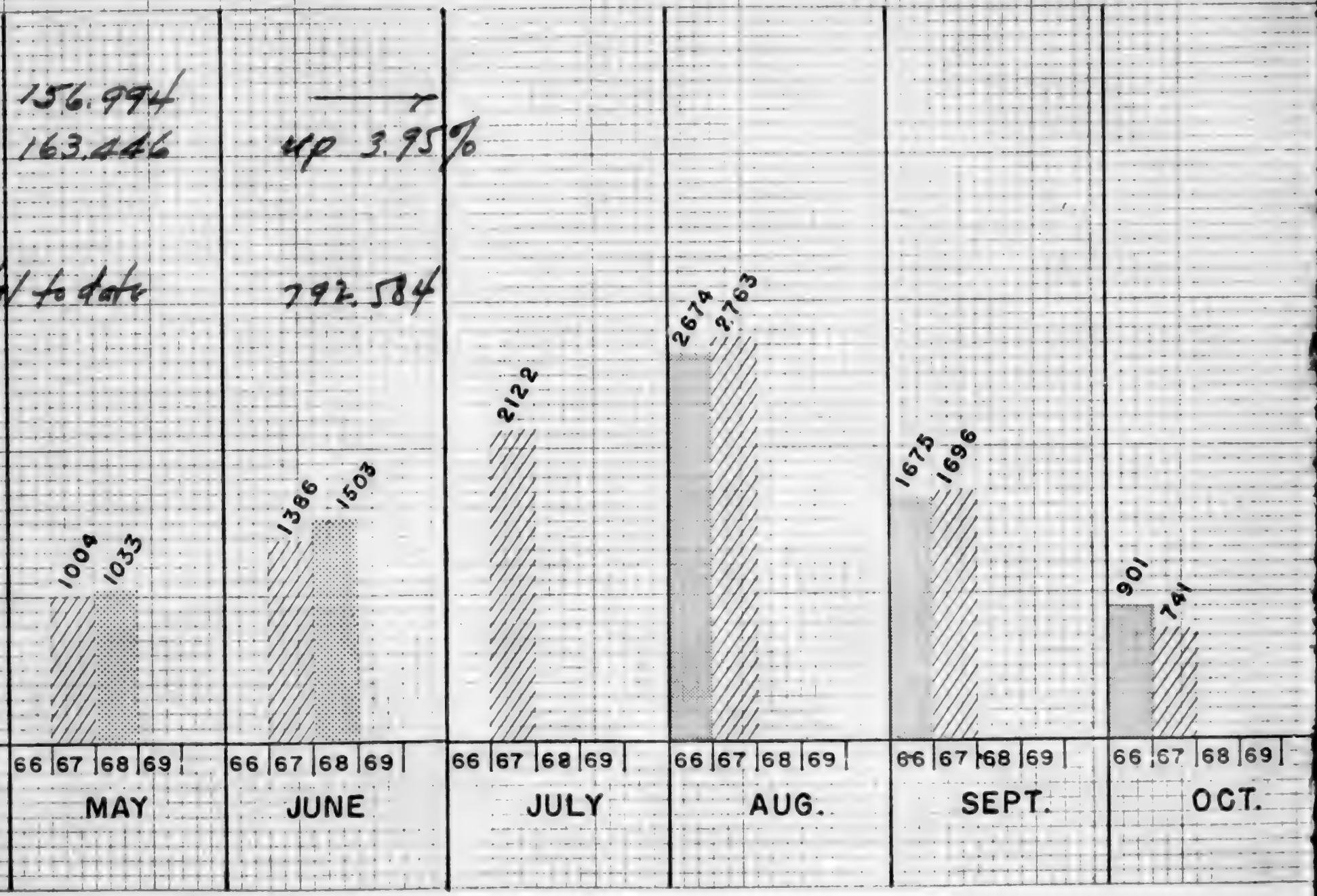
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1018
CLEARPRINT CHARTS
APER CO. NO. C3190 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS.

ASTORIA TOLL BRIDGE TRAFFIC COUNTS

(DOES NOT INCLUDE NON-REVENUE VEHICLES)

156.994
163.446 — up 3.95%

tal to date 792.584



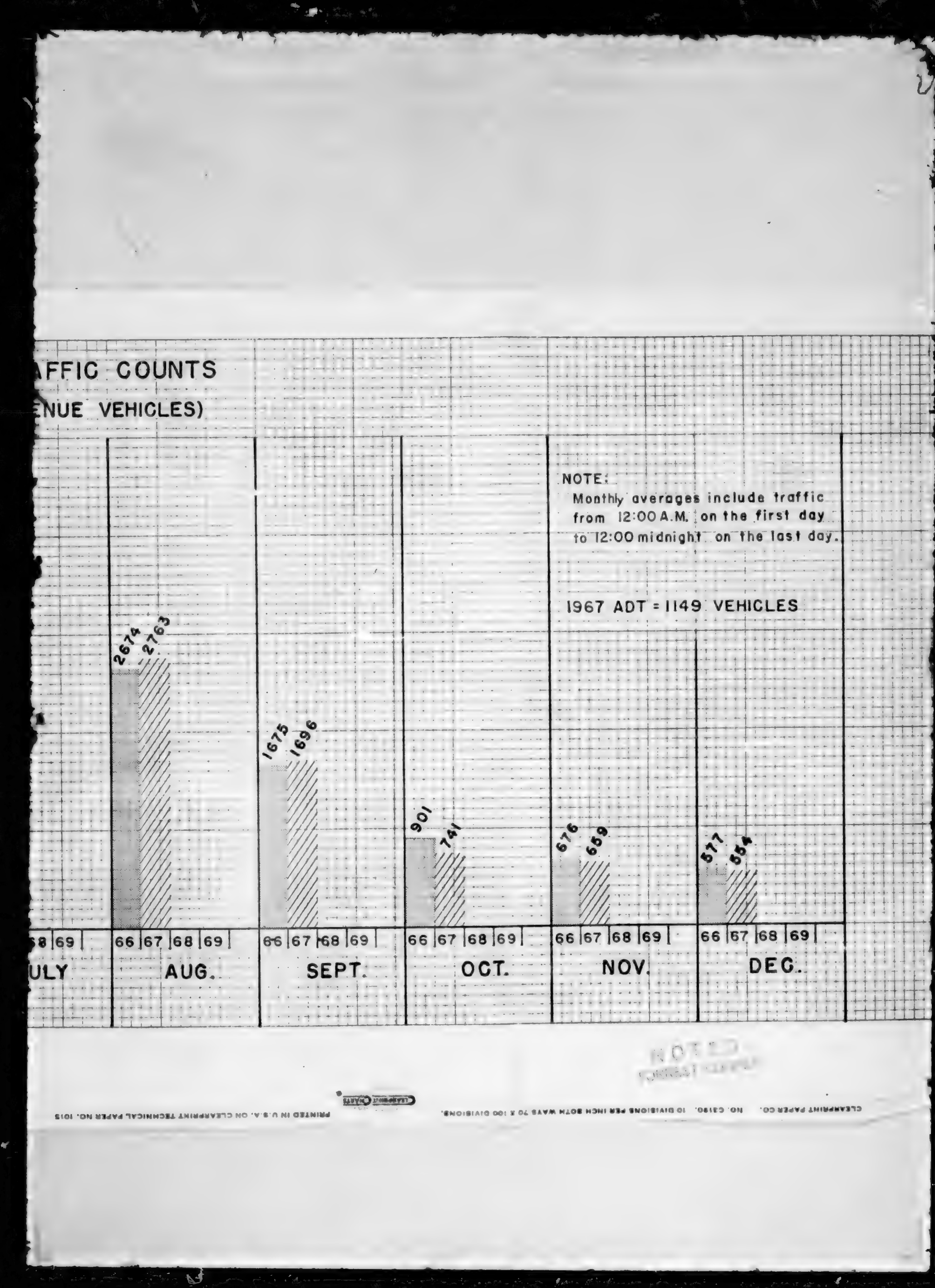
CLEARPRINT PAPER CO NO. C3180 10 DIVISIONS PER INCH
PRINTED IN U S A ON CLEARPRINT TECHNICAL PAPER NO. 1015
CLEARPRINT CHARTS
V8 70 X 100 DIVISIONS.

AFFIC COUNTS

ENUE VEHICLES)

NOTE:
Monthly averages include traffic from 12:00 A.M. on the first day to 12:00 midnight on the last day.

1967 ADT = 1149 VEHICLES



CLEARPRINT PAPER CO. NO. C3190. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS.
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NOV 27 1968

F 115(20)
6479

Salem, Oregon
November 25, 1968

Astoria Bridge Toll Taking

E. S. Hunter
Maintenance Engineer

R. D. Asburry
Division Engineer

R. S. Hawkins
District Maintenance Superintendent

Item 1 contained in my letter of October 7, 1968, relative to the Astoria Bridge toll taking shall be revised as follows:

1. There will be six change boxes, each containing $350.00.

Tom Edwards
Assistant State Highway Engineer

TE-RNB:je

RECEIVED
OCT 16 1968
FOR FILING

FILE CO
6411
To:

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 15, 1968

SUBJECT: Astoria Bridge
Toll Instructions

Tom Edwards
Assistant State Highway Engineer

One discrepancy exists in the instructions issued October 7 relative to the toll taking and accounting procedures at the Astoria Bridge. Under Item 1. each toll taker does have a change box and, therefore, there are six change boxes.

With this arrangement, each toll taker does have a separate key to his change box and can be made directly responsible for the $350 which is carried in the change box.

Mr. Asburry recommends that the past procedure be continued rather than reduce the change boxes to three, requiring the toll takers to double up.

If you approve, a change in the instructions should be made which would provide for a change box for each toll taker assigned to the Astoria Bridge.

E. S. Hunter
Maintenance Engineer

By Robert N. Bothman
Robert N. Bothman
Assistant Maintenance Engineer

RNB:ib

NOTED
TOM EDWARDS

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OCT 16 1968
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 7 - 1968
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E-11.5(20)
6499

Salem, Oregon
October 7, 1968

Astoria Bridge Toll Taking

Mr. E. S. Hunter
Maintenance Engineer

Mr. R. D. Asburry
Division Engineer

Mr. Richard S. Hawkins
District Maintenance Superintendent

There has been considerable day-to-day revision of the toll taking and accounting procedures during the shakedown period. Effective immediately, the following procedures will be in effect:

1. There will be three change boxes, each containing $350.

2. Each toll taker, when going on shift, shall remove a change box from the safe. He shall check to assure himself that there is $350 in the box.

3. At the end of each shift, the toll taker shall count out $350, place it in the change box and place the box in the safe.

4. The toll taker, when going off shift, after having placed $350 in the change box, shall count the balance of the money in his possession and place it in a deposit bag. He shall place a slip in the bag indicating the amount of money he has counted.

5. The toll taker shall place the bag containing the money he has collected on his shift in the night depository section in the safe in the toll takers' office.

6. The District Maintenance Superintendent's office girl will each morning, Monday through Friday, remove the toll takers' deposit bags from the safe, count the money for the various shifts and take it to the bank and make the deposit for that day. She shall be accompanied by police escort.

7. After having made the deposit, she shall make out the daily toll report.

8. The toll takers shall not have access to the classification counter printouts nor to the axle treadle counter printouts. The District Maintenance Superintendent's office man each working day shall remove from the classification counters and from the axle treadle counter the printout slips for the previous day.

9. The District Maintenance Superintendent shall forward to the Accounting Division each working day the toll report, the tapes from the classification and axle counters and the deposit slip.

In the above instructions, where not specifically stated, it shall be remembered that particularly on Monday a three-day period will be covered and on other occasions during the year more than one day will be covered by reason of holidays, but in each instance the toll reports, classification and axle counter tapes and deposits shall be segregated so that each is a record in itself.

The toll takers shall be in uniform while on duty and they shall have in the toll booth a connection which will provide instant alarm notification in the police office in case of need.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
F. B. Klaboe
Lloyd Shaw
Victor D. Wolfe
C. H. Maison

1499

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MAY 10 1968
FOR FILE

May 9, 1968

Mr. D. B. Hedges
Executive Secretary
Washington Toll Bridge Authority
Highways-Licenses Building
Olympia, Washington 98501

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
E. S. Hunter
F. B. Crandall

Attention Mr. W. H. Butts

Dear Sir:

In response to your telephone call this date, we forward the following data:

1. Copies of the toll schedule effective June 1, 1967.

2. A chart showing the daily traffic from the opening day (July 29, 1966) through December 31, 1967.

3. A chart summarizing the average daily traffic by months from date of opening to April 30, 1968.

4. A tabulation of the daily toll traffic from the time of opening to date.

5. A summary of paid traffic by months broken down into vehicular categories from the time of opening to April 30, 1968.

Please note the difference between the total traffic and the total paid traffic listed on the tabulations. At the time the bridge was opened (on July 29, 1966) there was much unfinished work on the bridge. The great bulk of the difference between the total traffic and the total paid traffic was caused by contractor personnel crossing during their work of completing the bridge.

We hope this data will be of value to you in your studies of the Hood Canal Bridge.

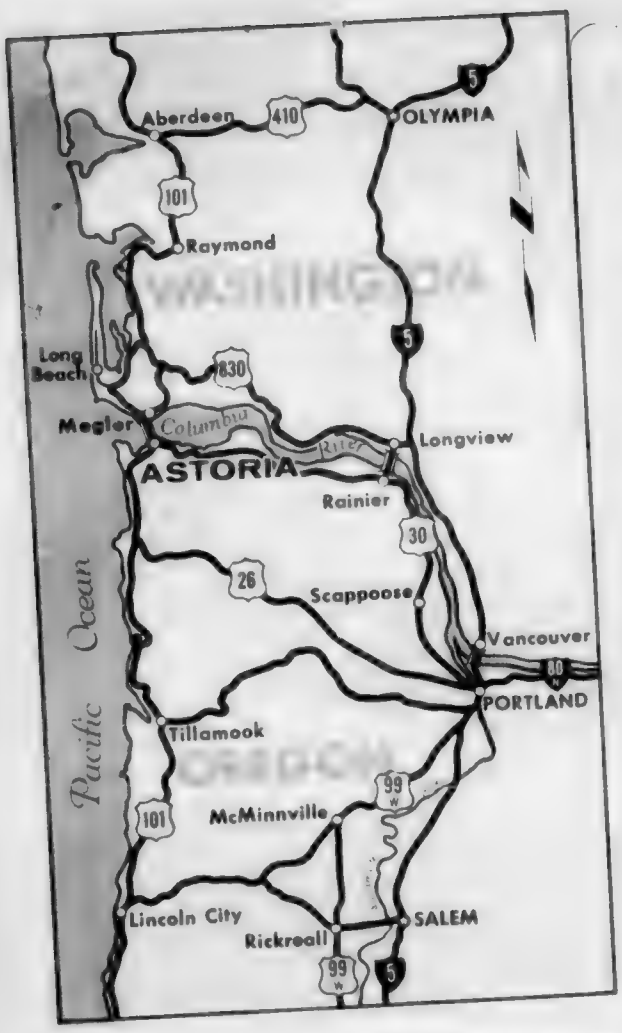
Very truly yours,

Forrest Cooper
State Highway Engineer

Attachments

By
Tom Edwards
Assistant State Highway Engineer

TE:ja



ASTORIA BRIDGE TOLL SCHEDULE

Between Astoria, Oregon and Megler, Washington on the Coast Highway, U.S. #101. Bridge is 4.12 miles in length.

OREGON STATE HIGHWAY COMMISSION

Toll schedule effective June 1, 1967.

Rates include all passengers.

Truck rates include loads.

Pedestrians not allowed on bridge.

Commute tickets must be detached in presence of toll ticket taker to be valid.

Special hauling permits available at Astoria District Maintenance Office.

Maximum vertical clearance is 16'4".

Commute ticket books may be purchased from Highway Accounting Division, State Highway Building, Salem 97310 or District Maintenance Office, Astoria 97103.

TOLL RATES FOR ONE-WAY FARES

Passenger Cars	$1.50
Passenger Cars and Trailers	2.00
Single-unit Trucks and Buses	3.00
Combination-unit Trucks	4.00
Two-wheeled Vehicles	1.00

NOTE: Commute toll ticket books in units of 10 tickets are available at a 10 percent discount for the following classification of vehicles: passenger cars, single-unit trucks, and combination-unit trucks. The books are also available in units of 20 tickets at a 10 percent discount for single-unit trucks and combination-unit trucks.

Bridge operated by Oregon State Highway Commission, Salem, Oregon 97310

District Maintenance Office:
350 West Marine Drive,
P. O. Box 686
Astoria, Oregon 97103
Telephone: 325-7222

OREGON STATE — TABULATION SHEET

HIGHWAY DEPARTMENT — SHEET ..... OF ..... SHEETS

ASTORIA BRIDGE TRAFFIC

STATE PRINTING	15° Cars. 2 axle	2.00 Trailers. 3 axle	4 axle	3.00 Trucks. 2-Axle	3 axle	4.00 3ax Combs.	4ax Combs.	5ax Combs.	6axQuad Combs.	10¢ Motorcycles	Total Paid Vehicles
Month.											
July 67	58.405	4630	766	861	224	117	73	521	7	177	65,772
Total to date	391.544	17,074	2370	7,906	3226	248	849	4976	15	1035	429.762
Aug 67	75.345	6239	1267	774	232	152	95	774	1	194	85,034
Total to date	466.809	23962	4137	3.652	3458	400	943	5770	16	1229	515.407
Sept 67	45,791	2596	744	636	316	123	48	532	2	23	50,831
Total to date	512.600	26.559	4.321	9,313	3.774	523	991	6,302	18	1312	566.278
Oct 67	20.359	301	137	621	151	104	51	683	1	19	22.977
Total to date	533,459	26,860	5063	9,939	3.925	627	1,042	6,985	19	1331	589,255
Nov 67	18253	147	71	506	162	107	68	422	4	31	19,771
Total to date	551,712	27,007	5139	10,445	4037	734	1110	7407	23	1362	[redacted]
Dec 67	15,775	77	32	520	182	113	71	395	5	9	[redacted]
Total to date	567,487	27,084	5171	10,965	4269	847	1181	7802	28	1371	626,20[redacted]
Jan '68	14,655	73	27	554	348	102	69	669	3	8	16,509
Total to date	582,142	27,157	5198	11.519	4618	949	1250	8471	31	1379	642,712
Feb '68	17,118	113	57	554	237	76	70	448	1	11	18,687
Total to date	599,260	27,270	5255	12,073	4857	1025	1320	8919	32	1390	661,401
Mar '68	23,206	344	179	462	92	119	101	318	3	30	24,754
Total to date	622,466	27,614	5434	12,535	4,949	1144	1421	9237	35	1420	686,255
Apr '68	24,129	605	161	568	94	119	109	427	4	38	26,254
Total to date	646,595	28,219	5595	13,103	5043	1263	1530	9664	39	1458	712,509
May											
Total											
June											
Total											
July.											
Total											

HIGHWAY DEPARTMENT SHEET ..... OF ..... SHEETS

Astoria Bridge Traffic
July-25 to April

SPEED	Cars	Com 1-A Tr	Com 2-A Tr.	Tr Trucks 2-A	3-A	4-A	5-A	6-A	Bicycle Motorcycle 2	Total Paid Vehicles Year	
July	9979	515	49	68	9	4	2		51	1.58	10,677
July 31	72,127	5575	642	362	132	87	154	1	223	1.58	79.808
Sept	45276	2240	413	750	199	90	170		113	1.58	50,251
Oct	26,040	368	121	720	357	69	291		83	1.62	28,049
Nov	18,409	146	54	518	532	60	515		26	1.70	20,290
Dec	16,868	73	19	554	118	55	192	1	17	1.61	17897
Jan 31	15,633	68	21	495	245	68	290		11	1.66	16,831
Feb 28	17,332	125	46	479	302	56	477		16	1.68	18,733
Mar 31	21,940	269	71	580	224	65	650		26	1.65	23,885
	244,604	9379	1436	5056	2178	554	2741	2	571		266,521
April 30	22,856	451	120	565	201	66	445	3	49	164	24,756
	267,460	9830	1556	5621	2379	620	3186	5	620		291,277
May 31	28,430	742	218	711	348	75	509	2 1	86. (.58)		31,121
	295,890	10,572	1774	6332	2727	695	3695	7 1	706 (0.75 2)		322,398
June 30	32249	1872	330	713	275	80	780	134 1	152		41,586
	333,139	12,444	2104	7045	3002	775	4475	142	858		363,984
July 31	58.405	4630	766	861	224	73	521	114 7	177		65.772
	391.544	17.074	2870	7,906	3226	848	4996	263	035		429.756

ACCUMULATIVE TOTAL FROM OPENING OF ASTORIA BRIDGE

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month July

Year 1966

Date	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Accum.
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								
27								
28								
29						2,814		2,814
30							3,307	6,121
31	4,556							10,677
Av.					10,677/3	= 3,559 ADT.		

ACCUMULATIVE TOTAL FROM OPENING OF ASTORIA BRIDGE

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month August
Year 1966

Date	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Accum.
								10,677
1		2,091						12,768
2			2,066					14,834
3				2,005				16,839
4					2,152			18,991
5						2,311		21,302
6							3,061	24,363
7	3,989							28,352
8		2,321						30,673
9			2,332					33,005
10				2,436				35,441
11					2,389			37,830
12						2,862		40,692
13							3,250	43,942
14	4,078							48,020
15		2,503						50,523
16			2,540					53,063
17				2,572				55,635
18					2,556			58,191
19						2,749		60,940
20							3,240	64,180
21	3,962 (16 hr. count)							68,142
22		2,449						70,591
23			2,499					73,090
24				2,499				75,589
25					2,326			77,915
26						2,553		80,468
27							3,148 (239 Paid)	83,616
28	3,700							87,316
29		2,178						89,494
30			1,945					91,439
31				2,117				93,556
Av.			82,879/31 = 2,674 ADT USING 3,48 ON DED. DAY					
			79,970/30 = 2,666 ADT using 239 paid on Dedication Day.					

AVG IG IN GOLDEN (...) IF POSSIBLE USE 31 DAYS)

ACCUMULATIVE TOTAL FROM OPENING OF ASTORIA BRIDGE

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month September
Year 1966

Date	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Accum.
								93,556
1					1,868			95,424
2						2,207		97,631
3							2,825	100,456
4	4,137							104,593
5		3,134						107,727
6			1,611					109,338
7				1,494				110,832
8					1,521			112,353
9						1,643		113,996
10							2,094	116,090
11	2,436							118,526
12		1,316						119,842
13			1,298					121,140
14				1,308				122,448
15					1,282			123,730
16						1,571		125,301
17							1,782	127,083
18	2,242							129,325
19		1,126						130,451
20			1,226					131,677
21				1,206				132,883
22					1,171			134,054
23						1,386		135,440
24							1,575	137,015
25	1,875							138,890
26		939						139,829
27			985					140,814
28				983				141,797
29					937			142,734
30						1,064		143,798
31								
Av.			50,242/30 = 1,675					

ACCUMULATIVE TOTAL FROM OPENING OF ASTORIA BRIDGE

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month October
Year 1966

Date	Su.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Accum.
								143,798
1							1,337	145,135
2	1,955							147,090
3		915						148,005
4			909					148,914
5				852				149,766
6					823			150,589
7						928		151,517
8							1,364	152,881
9	1,931							154,812
10		843						155,655
11			839					156,494
12				708				157,202
13					794			157,996
14						868		158,864
15							1,087	159,951
16	1,184							161,135
17		664						161,799
18			695					162,494
19				593				163,087
20					614			163,701
21						753		164,454
22							797	165,251
23	1,032							166,283
24		603						166,886
25			584					167,470
26				551				168,021
27					645			168,666
28						711		169,377
29							808	170,185
30	1,002							171,187
31		549						171,736
Av			27,938/31 = 901					

ACCUMULATIVE TOTAL FROM OPENING OF ASTORIA BRIDGE

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month November
Year 1966

Date	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Accum.
								171,736
1			632					172,368
2				615				172,983
3					642			173,625
4						695		174,320
5							850	175,170
6	1,169							176,339
7		569						176,908
8			527					177,435
9				497				177,932
10					661			178,593
11						782		179,375
12							915	180,290
13	833							181,123
14		494						181,617
15			513					182,130
16				507				182,637
17					501			183,138
18						553		183,691
19							624	184,315
20	766							185,081
21		438						185,569
22			505					186,074
23				642				186,716
24					826			187,542
25						1,023		188,565
26							1,008	189,573
27	1,000							190,573
28		509						191,082
29			496					.91,578
30				448				192,026
31								
Av.			20,290/30 = 676					

ACCUMULATIVE TOTAL FROM OPENING OF ASTORIA BRIDGE

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month December
Year 1966

Date	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Accum.
								192,026
1					451			192,477
2						731		193,208
3							737	193,945
4	564							194,509
5		467						194,976
6			422					195,398
7				386				195,784
8					432			196,216
9						492		196,708
10							690	197,398
11	483							197,881
12		346						198,227
13			439					198,666
14				395				199,061
15					410			199,471
16						708		200,179
17							689	200,868
18	477							201,345
19		447						201,792
20			522					202,314
21				497				202,811
22					666			203,477
23						724		204,201
24							646	204,847
25	662							205,509
26		883						206,392
27			725					207,117
28				689				207,806
29					679			208,485
30						677		209,162
31							760	209,922
Av.			17,896/31 = 577					

ACCUMULATIVE TOTAL FROM OPENING OF ASTORIA BRIDGE

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month January
Year 1967

Date	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Accum.
								209,922
1	898							210,820
2		705						211,525
3			497					212,022
4				423				212,445
5					415			212,860
6						500		213,360
7							638	213,998
8	801							214,799
9		425						215,244
10			448					215,672
11				437				216,109
12					391			216,500
13						527		217,027
14							677	217,704
15	678							218,382
16		461						218,843
17			483					219,326
18				3				219,762
19					358			220,120
20						599		220,719
21							743	221,462
22	864							222,326
23		427						222,753
24			450					223,203
25				436				223,639
26					460			224,099
27						489		224,582
28							702	225,284
29	654							225,938
30		405						226,343
31			411					226,754
Av.			TOTAL MONTH JANUARY - 16, 832/31= 543 ADT					

ACCUMULATIVE TOTAL FROM OPENING OF ASTORIA BRIDGE

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month February

Year 1967

Date	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Accum.
								226,754
1				408				227,162
2					519			227,681
3						550		228,231
4							813	229,044
5	1509							230,553
6		481						231,034
7			460					231,494
8				555				232,049
9					487			232,536
10						496		233,032
11							809	233,841
12	934							234,775
13		508						235,283
14			465					235,748
15				468				236,216
16					429			236,645
17						500		237,145
18							747	237,892
19	1346							239,238
20		530						239,768
21			553					240,321
22				825				241,146
23					614			241,760
24						667		242,427
25							899	243,326
26	1266							244,592
27		542						245,134
28			445					245,579
29								
30								
31								

TOTAL MONTH FEBRUARY - 18,825/28 = 672 ADT

ACCUMULATIVE TOTAL FROM OPENING OF ASTORIA BRIDGE Month March

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Year 1967

Date	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Accum.
								245,579
1				471				246,050
2					472			246,522
3						581		247,103
4							929	248,032
5	1656							249,688
6		498						250,186
7			511					250,697
8				516				251,213
9					530			251,743
10						595		252,338
11							742	253,080
12	1284							254,364
13		639						255,003
14			617					255,620
15				594				256,214
16					668			256,882
17						756		257,638
18							1128	258,766
19	1344							260,110
20		775						260,885
21			666					261,551
22				619				262,170
23					725			262,895
24						1009		263,904
25							996	264,900
26	1420							266,320
27		665						266,985
28			607					267,592
29				627				268,219
30					580			268,799
31						662		269,461

Total Month March --- 23,882/31 = 770 ADT

ACCUMULATIVE TOTAL FROM OPENING OF ASTORIA BRIDGE

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month April
Year 1967

Date	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Accum.
								269,461
1							969	270,430
2	1,628							272,058
3		575						272,633
4			556					273,189
5				558				273,747
6					654			274,401
7						741		275,142
8							966	276,108
9	1,392							277,500
10		557						278,057
11			632					278,689
12				558				279,247
13					541			279,788
14						672		280,460
15							936	281,396
16	1,123							282,519
17		565						283,084
18			532					283,616
19				593				284,209
20					582			284,791
21						732		285,523
22							1,073	286,596
23	1,603							288,199
24		666						288,865
25			562					289,427
26				653				290,080
27					619			290,699
28						765		291,464
29							1,224	292,688
30	1,521							294,209
31								
Av.				24,748/30 = 825 ADT				

ACCUMULATIVE TOTAL FROM OPENING OF ASTORIA BRIDGE

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month May
Year 1967

Date	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Accum.
								294,209
1		570						294,779
2			558					295,337
3				624				295,961
4					539			296,500
5						703		297,203
6							1,071	298,274
7	1,603							299,877
8		620						300,497
9			570					301,067
10				569				301,636
11					625			302,261
12						889		303,150
13							1,183	304,333
14	2,187							306,520
15		724						307,244
16			705					307,949
17				702				308,651
18					723			309,374
19						891		310,265
20							1,288	311,553
21	1,742							313,295
22		913						314,208
23			922					315,130
24				906				316,036
25					877			316,913
26						1,225		318,138
27							1,753	319,891
28	2,126							322,017
29		1,213						323,230
30			1,312					324,542
31				788				325,330

31, 21/31 = 1,004 ADT

ACCUMULATIVE TOTAL FROM OPENING OF ASTORIA BRIDGE

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month June
Year 1967

Date	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Accum.
								325,330
1					799			326,129
2						933		327,062
3							1111	328,173
4	1505							329,678
5		880						330,558
6			911					331,459
7				941				332,410
8					889			333,299
9						1264		334,563
10							1505	336,068
11	2032							338,100
12		1212						339,312
13			1213					340,525
14				1201				341,726
15					1144			342,870
16						1285		344,155
17							1644	345,799
18	2206							348,005
19		1338						349,343
20			1349					350,692
21				1352				352,044
22					1286			353,330
23						1699		355,029
24							2018	357,047
25	2923							359,970
26		1364						361,334
27			1299					362,633
28				1269				363,902
29					138			365,291
30						1625		366,916
31								

41,586 / 30 = 1,386 ADT

ACCUMULATIVE TOTAL FROM OPENING OF ASTORIA BRIDGE

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month July
Year 1967

Date	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Accum.
								366,914
1							2204	369,120
2	2524							371,644
3		2164						373,808
4			1972					375,780
5				1857				377,637
6					1716			379,353
7						1967 *		381,320
8							2150 *	383,470
9	2769 *							386,239
10		1717 *						387,956
11			1678					389,634
12				1800				391,434
13					1696 *			393,130
14						1830		394,960
15							2212	397,172
16	2611							399,783
17		1876						401,659
18			1859					403,518
19				1817				405,335
20					1832			407,167
21						2350		409,517
22							2817	412,334
23	3567							415,901
24		1958						417,859
25			1858					419,717
26				1897				421,614
27					1786			423,400
28						2093		425,493
29							2350	427,483
30	2934							430,777
31		1917						432,694

July Total - 65,778/31 = 2,122 ADT

* ESTIMATED TOTALS BY E. CHIDSEY

‖ ACCUMULATIVE TOTAL FOR FIRST COMPLETE YEAR FROM JULY 29TH 1966 THROUGH JULY 28TH, 1967

425,493/365 = 1,166 ANNUAL ADT

Month August
Year 1967

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Date	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Accum.
								432,694
1			1878					434,572
2				2126				436,698
3					2141			438,839
4						2656		441,495
5							3169	444,664
6	3821							448,485
7		2386						450,871
8			2359					453,230
9				2581				455,811
10					2415			458,226
11						2681		460,907
12							3119	464,026
13	3633							467,659
14		2482						470,141
15			2479					472,620
16				2620				475,240
17					2621			477,861
18						3117		480,978
19							3873	484,851
20	4262							489,113
21		2666						491,779
22			2662					494,441
23				2705				497,146
24					2699			499,845
25						2903		502,748
26							3120	505,868
27	3517							509,385
28		2398						511,783
29			2204					513,987
30				2177				516,164
31					2176			518,340
Av.								

85,646/31 = 2763 ADT for August

ACCUMULATIVE TOTAL FROM OPENING OF ASTORIA BRIDGE

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month Sept.
Year 1967

Date	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Accum.
								518,340
1						2670		521,010
2							2994	524,004
3	3379							527,383
4		3290						530,673
5			1612					532,285
6				1501				533,786
7					1637			535,423
8						1780		537,203
9							2062	539,265
10	1896							541,161
11		1368						542,529
12			1331					543,860
13				1376				545,236
14					1494			546,730
15						1850		548,580
16							2045	550,625
17	2328							552,953
18		1370						554,323
19			1254					555,577
20				1255				556,832
21					1177			558,009
22						1465		559,474
23							1624	561,098
24	1793							562,891
25		1076						563.967
26			1050					565,017
27				1036				566,053
28					959			567,012
29						1008		568,020
30							1191	569,211
31								
Av.								

50,871/30 = ADT = 1696

ACCUMULATIVE TOTAL FROM OPENING OF ASTORIA BRIDGE

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month October
Year 1967

Date	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Accum.
								569,211
1	1049							570,260
2		782						571,042
3			730					571,772
4				743				572,515
5					702			573,217
6						901		574,118
7							1018	575,136
8	923							576,059
9		747						576,806
10			692					577,498
11				698				578,196
12					623			578,819
13						796		579,615
14							859	580,474
15	936							581,410
16		709						582,119
17			688					582,807
18				609				583,416
19					659			584,075
20						744		584,819
21							787	585,606
22	743							586,349
23		634						586,983
24			615					587,598
25				633				588,231
26					609			588,840
27						646		589,486
28							743	590,229
29	831							591,060
30		569						591,629
31			559					592,188
Av.		TOTAL MONTH OCTOBER -		22,977/ 31 = 741				

ACCUMULATIVE TOTAL FROM OPENING OF ASTORIA BRIDGE

Month November
Year 1967

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Date	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Accum.
								592,188
1				558				592,746
2					619			593,365
3						703		594,068
4							833	594,901
5	980							595,881
6		533						596,414
7			564					596,978
8				511				597,489
9					520			598,009
10						656		598,665
11							698	599,363
12	828							600,191
13		518						601,709
14			525					601,234
15				580				601,814
16					600			602,414
17						671		603,085
18							662	603,747
19	846							604,593
20		565						605,158
21			578					605,736
22				663				606,399
23					731			607,130
24						952		608,082
25							957	609,039
26	947							609,986
27		541						610,527
28			475					611,002
29				456				611,458
30					501			611,959
31								
Av.			TOTAL MONTH NOV. -		19,771/30	= 659	ADT	

ACCUMULATIVE TOTAL FROM OPENING OF ASTORIA BRIDGE

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month Dec.
Year 1967

Date	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Accum.
								611,959
1						522		612,481
2							583	613,064
3	407							613,471
4		463						613,934
5			497					614,431
6				483				614,914
7					554			615,486
8						557		616,025
9							683	616,708
10	429							617,137
11		469						617,606
12			571					618,177
13				502				618,679
14					529			619,208
15						652		619,860
16							607	620,467
17	400							620,867
18		518						621,385
19			476					621,861
20				482				622,343
21					399			622,742
22						692		623,434
23							707	624,141
24	398							624,539
25		511						625,050
26			612					625,662
27				638				626,300
28					690			626,990
29						814		627,804
30							786	628,590
31	548							629,138
Av.		Total	Month of	December	17,179	31 = 554	ADT	

1967 ADT: 419,216 / 365 = 1149 Yearly ADT

ACCUMULATIVE TOTAL FROM OPENING OF ASTORIA BRIDGE

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month January
Year 1968

Date	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Accum.
								629,138
1		703						629,841
2			565					630,406
3				583				630,989
4					505			631,494
5						628		632,122
6							641	632,763
7	411							633,174
8		550						633,724
9			495					634,219
10				468				634,687
11					479			635,166
12						568		635,734
13							700	636,434
14	535							636,969
15		476						637,445
16			533					637,978
17				541				638,519
18					519			639,038
19						559		639,597
20							600	640,197
21	742							640,939
22		509						641,448
23			551					641,999
24				536				642,535
25					472			643,007
26						473		643,485
27							590	644,075
28	512							644,587
29		287						644,874
30			365					645,239
31				408				645,647
Av.			TOTAL MONTH	OF JANUARY	16,509/31	= 533	ADT	

ACCUMULATIVE TOTAL FROM OPENING OF ASTORIA BRIDGE

Month February
Year 1968

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Date	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Accum.
								645,647
1					456			646,103
2						504		646,607
3							572	647,179
4	721							647,900
5		505						648,405
6			553					648,958
7				581				649,539
8					493			650,032
9						622		650,654
10							842	651,496
11	1238							652,734
12		558						653,292
13			583					653,875
14				554				654.429
15					553			654,982
16						625		655,607
17							756	656,363
18	616							656,979
19		466						657,445
20			527					657,972
21				552				658,524
22					700			659,224
23						737		659,961
24							937	660,898
25	1197							662,095
26		544						662,639
27			525					663,164
28				565				663,729
29					605			664,334
30								
31								
Av.								

Total Month of February 18,687/29 = 644 ADT

ACCUMULATIVE TOTAL FROM OPENING OF ASTORIA BRIDGE

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month March
Year 1968

Date	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Accum.
								664,334
1						630		664,964
2							872	665,836
3	1145							666,981
4		519						667,500
5			505					668,005
6				574				668,579
7					573			669,152
8						735		669,887
9							971	670,858
10	1288							672,146
11		728						672,874
12			642					673,516
13				687				674,203
14					828			675,031
15						941		675,972
16							1164	677,136
17	1654							678,790
18		693						679,483
19			697					680,180
20				699				680,879
21					730			681,609
22						740		682,349
23							986	683,335
24	1103							684,438
25		567						685,005
26			500					685,505
27				525				686,030
28					489			686,519
29						631		687,150
30							917	688,067
31	1121							689,188

Av.								

Total Month of March - 24854/31 == 802 ADT.

ACCUMULATIVE TOTAL FROM OPENING OF ASTORIA BRIDGE

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month April
Year 1968

Date	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Accum.
								689,188
1		547						689,735
2			601					690,336
3				624				690,960
4					603			691,563
5						748		692,311
6							1001	693,312
7	1143							694,455
8		717						695,172
9			771					695,943
10				789				696,732
11					823			697,555
12						1383		698,938
13							1314	700,252
14	1724							701,976
15		783						702,759
16			665					703,424
17				729				704,153
18					683			704,836
19						779		705,615
20							980	706,595
21	1136							707,731
22		608						708,339
23			607					708,946
24				637				709,583
25					631			710,204
26						955		711,159
27							1243	712,402
28	1685							714,087
29		677						714,764
30			678					715,442
31								
AV.			26,254/30	= 875 ADT				

ACCUMULATIVE TOTAL FROM OPENING OF ASTORIA BRIDGE

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month May.
Year 68

Date	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Accum.
								715442
1				673				716,115
2					708			716,823
3						886		717,709
4							1190	718,899
5	1250							720,149
6		750						720,899
7			741					721,640
8				725				722,365
9					834			723,199
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								
27								
28								
29								
30								
31								
Av.								

ASTORIA TO

(DOES NOT

AVERAGE MONTHLY TRAFFIC

4,000

3,000

2,000

1,000

0

543 533

672 644

770 802

825 875

1004

66 67 68 69 JAN.

66 67 68 69 FEB.

66 67 68 69 MARCH

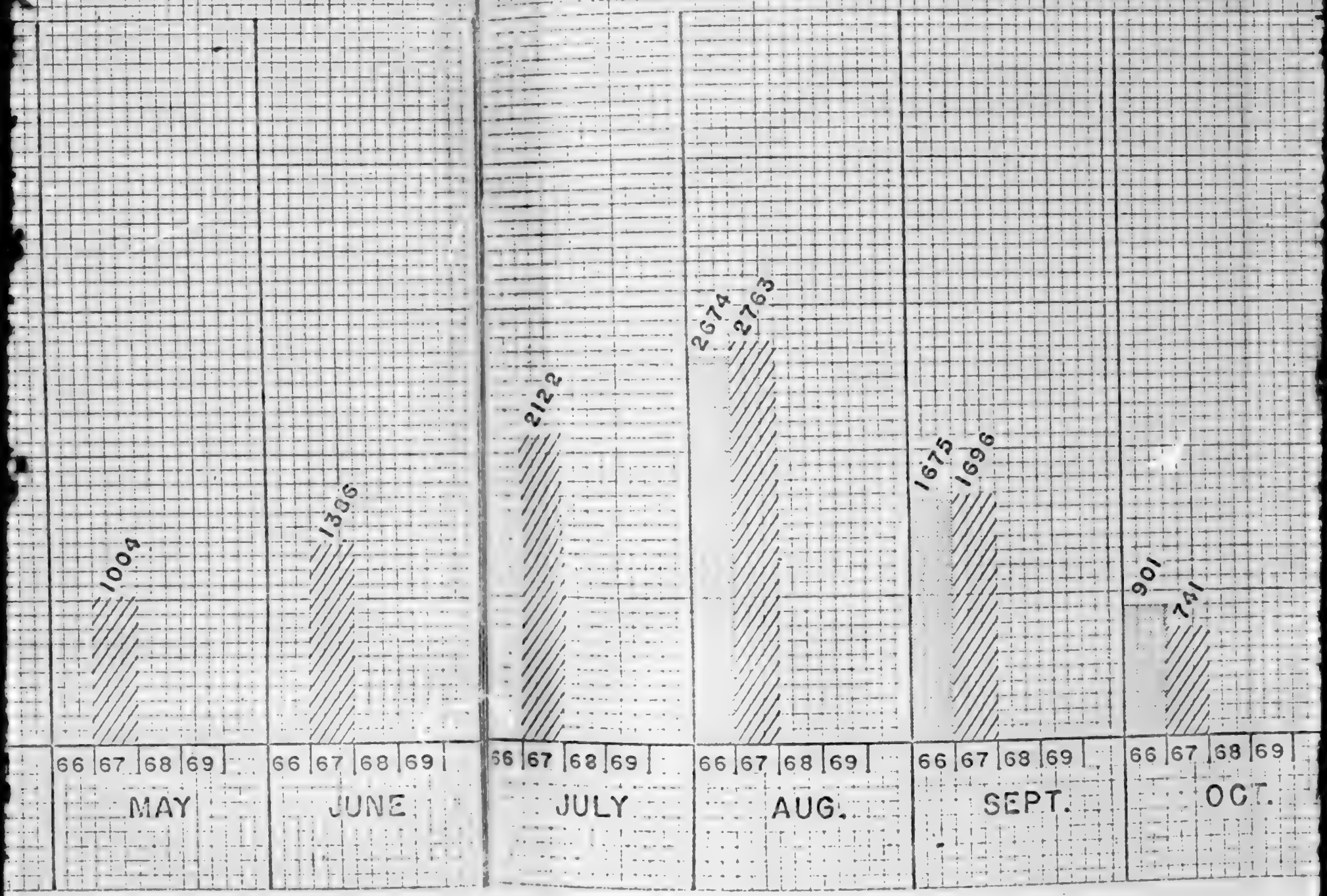
66 67 68 69 APRIL

66 67 68 69 MAY

66

ASTORIA TOLL BRIDGE TRAFFIC COUNTS

(DOES NOT INCLUDE NON-REVENUE VEHICLES)

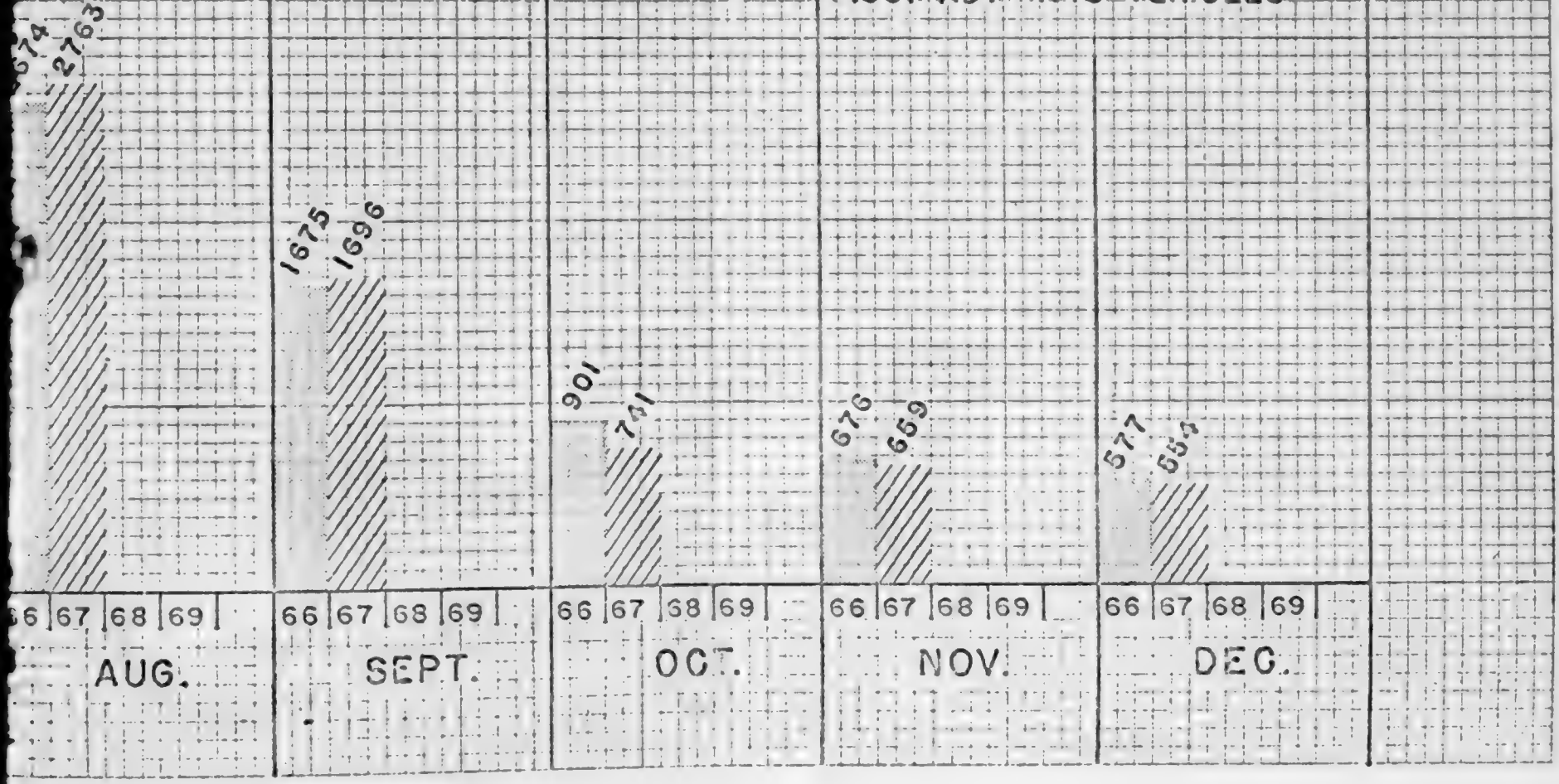


COUNTS

HICLES)

NOTE:
Monthly averages include traffic from 12:00 A.M. on the first day to 12:00 midnight on the last day.

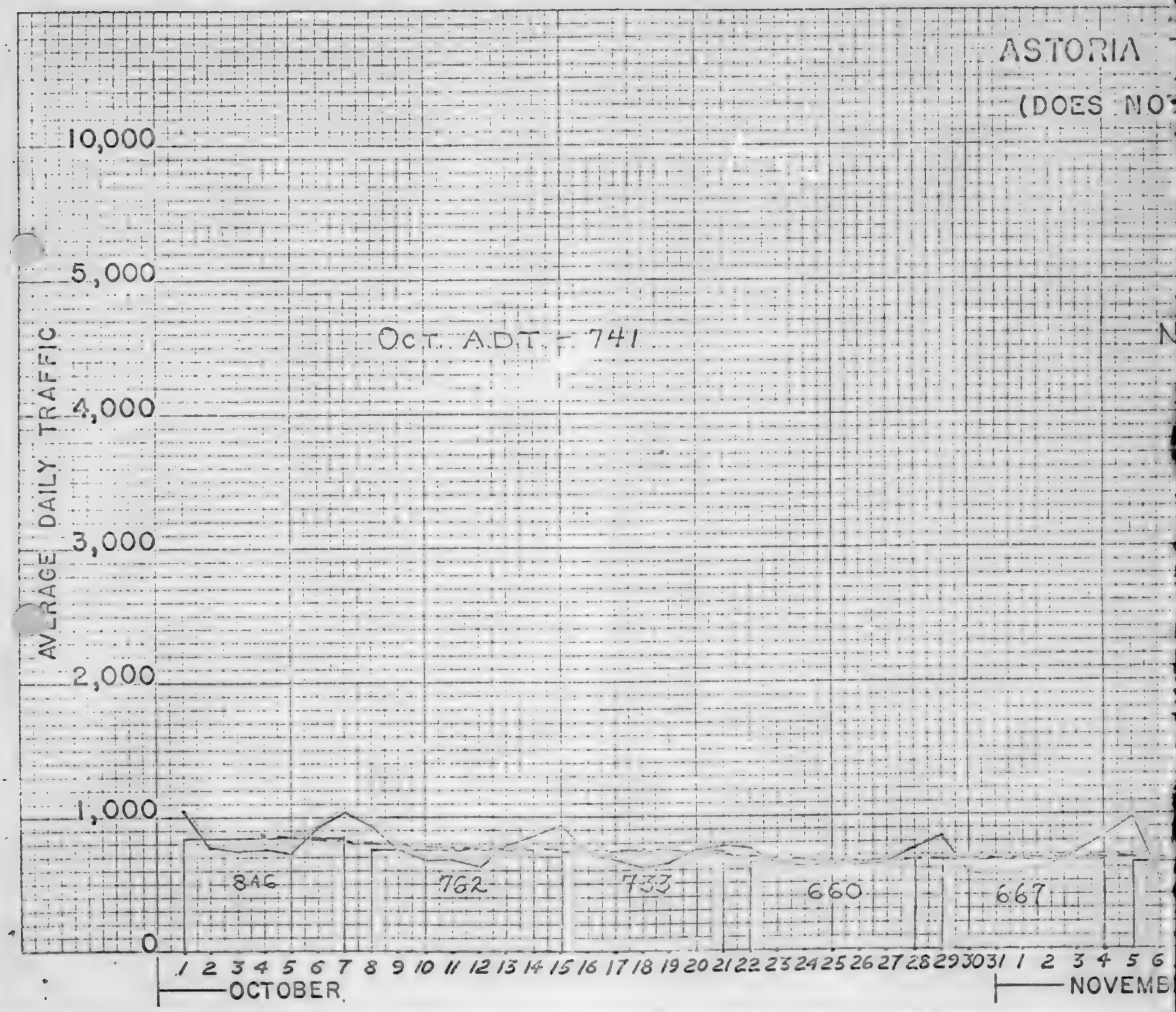
1967 ADT = 1149 VEHICLES



ASTORIA

(DOES NO

N



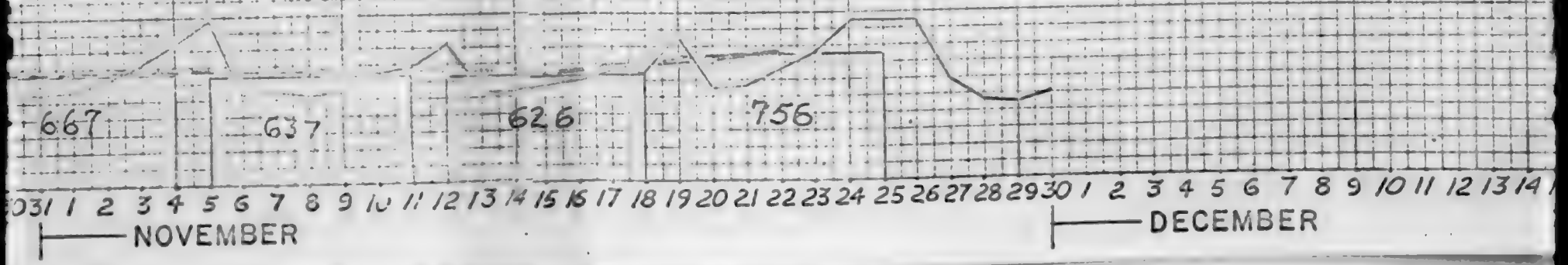
ASTORIA TOLL BRIDGE TRAFFIC COUNTS

(DOES NOT INCLUDE NON-REVENUE VEHICLES)

1967

Nov. ADT - 659

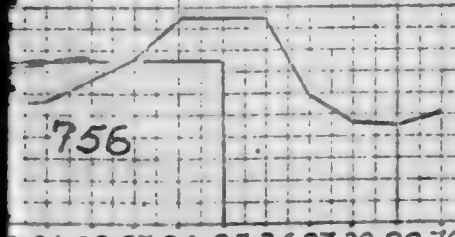
NOTE:
Weekly c
from 12
12:00 m



C COUNTS

VEHICLES)

NOTE:
Weekly averages include traffic
from 12:01 A.M Sunday to
12:00 midnight Saturday.



21 22 23 24 25 26 27 28 29 30 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

DECEMBER

JAN.

CLEARPRINT PAPER CO. NO. C3190 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS. PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO.

ASTORIA
(DOES NOT

JULY ADT-2,122

AVERAGE DAILY TRAFFIC

10,000
5,000
4,000
3,000
2,000
1,000
0

2,050
1,957
2166
2216
2403

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 1 2 3 4 5 6 7 8

JULY — AUGUST

CLEARPRINT TECHNICAL PAPER NO. 1015 CLEARPRINT PAPER CO. NO. C3190. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS

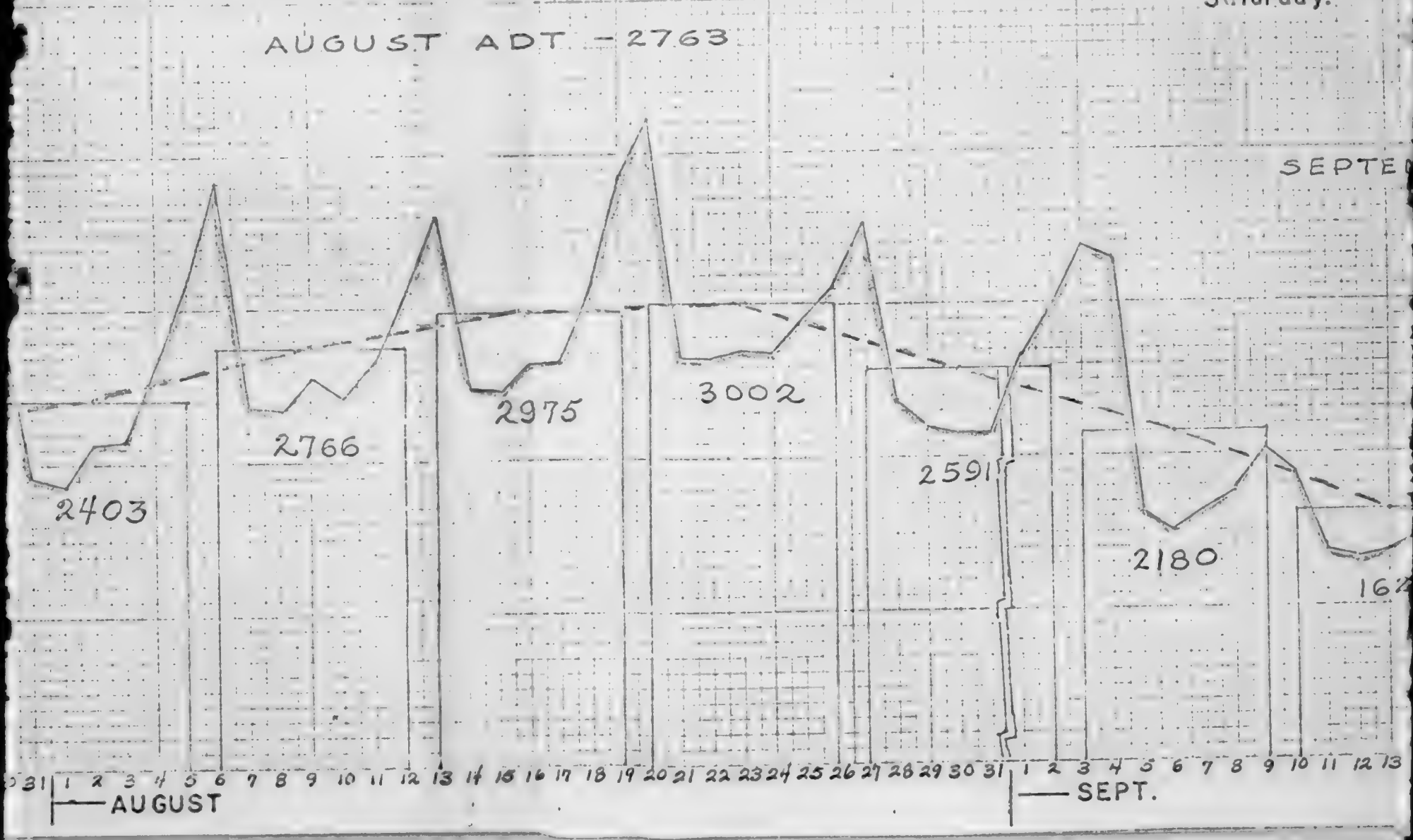
ASTORIA TOLL BRIDGE TRAFFIC COUNTS

(DOES NOT INCLUDE NON-REVENUE VEHICLES)

19 67

NOTE:
Weekly averages
traffic from 12:0
Sunday to 12:00 m
Saturday.

AUGUST ADT - 2763

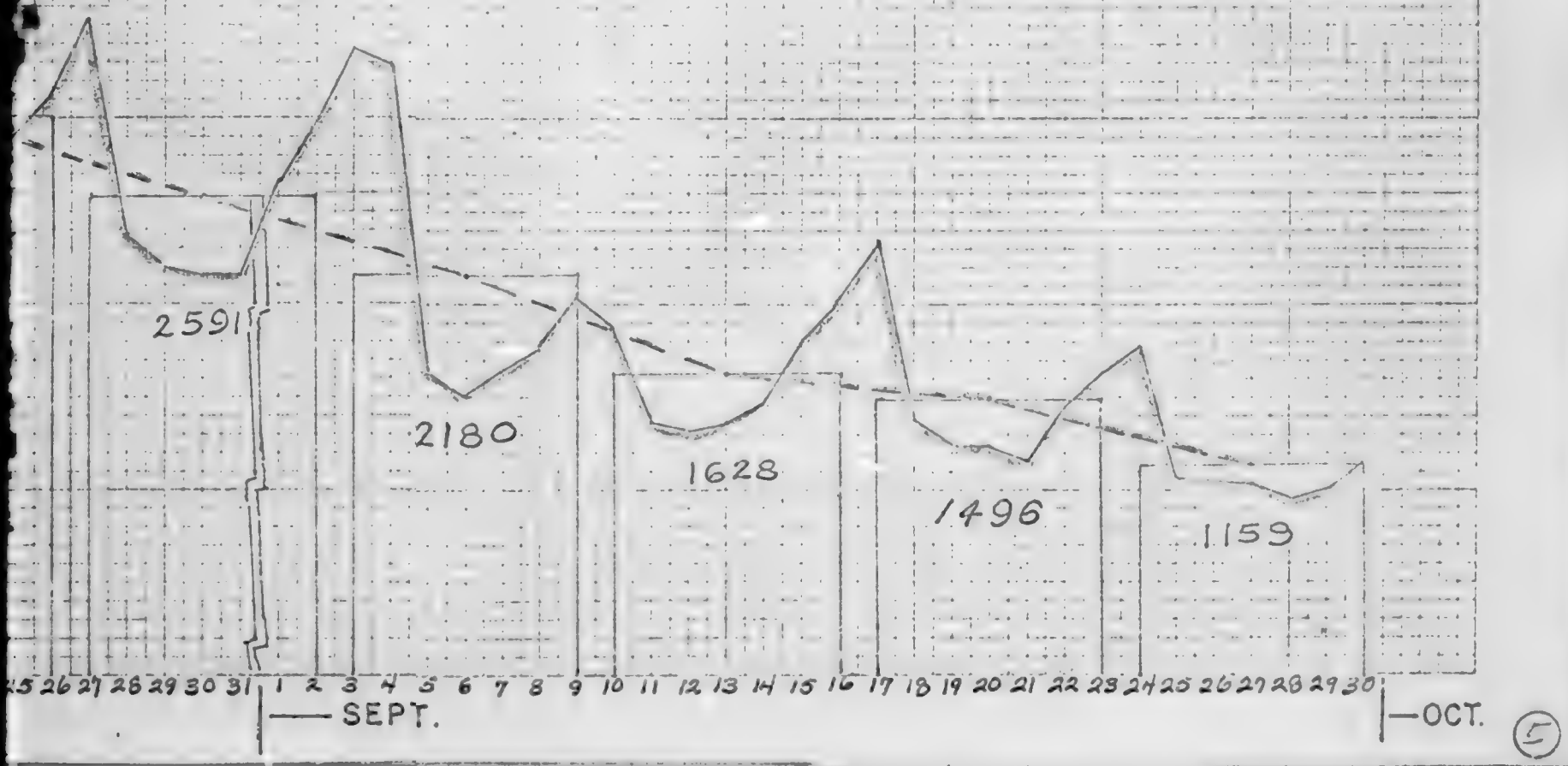


C3120. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1015

S
S)

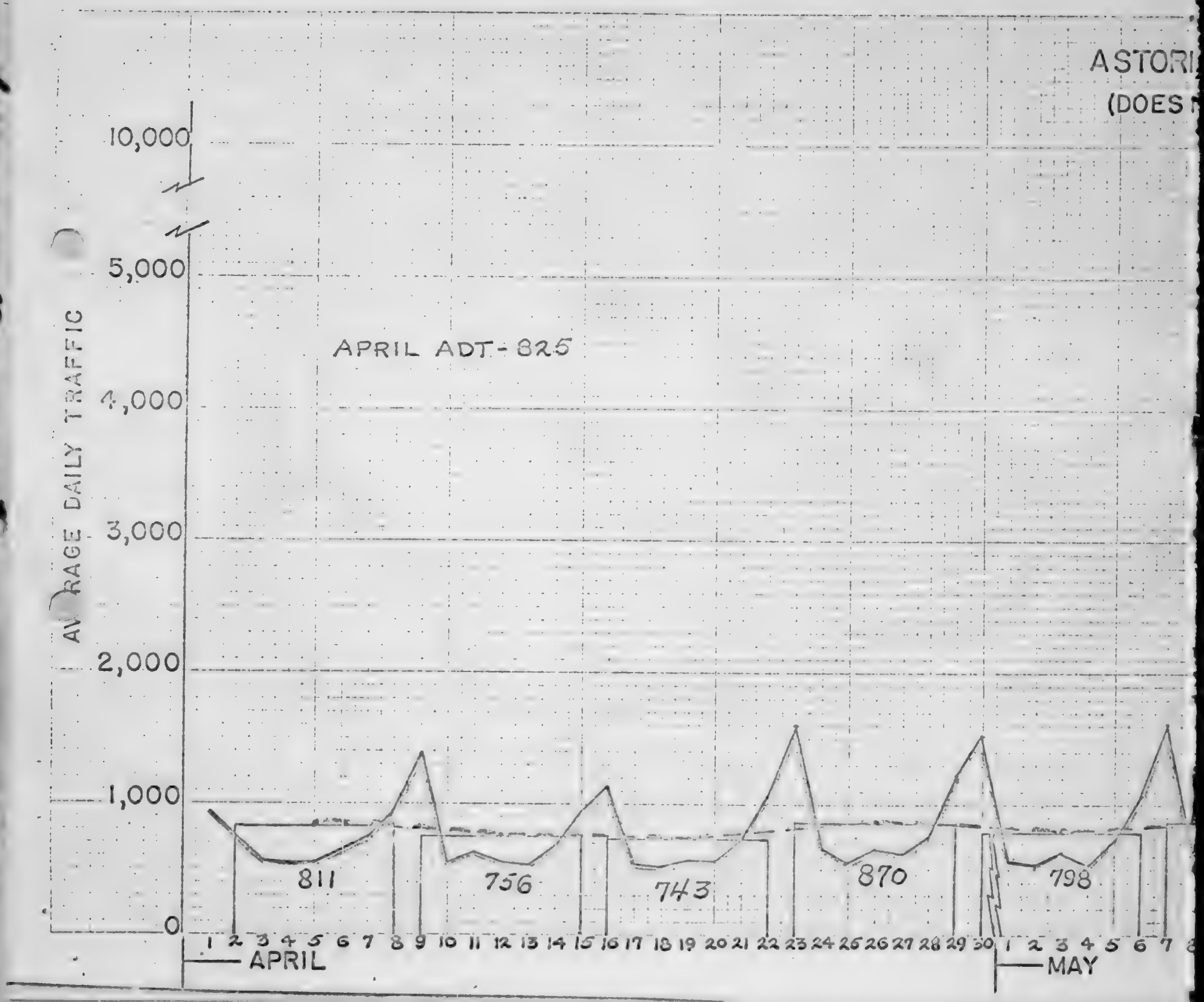
NOTE:
Weekly averages include traffic from 12:01 A.M. Sunday to 12:00 midnight Saturday.

SEPTEMBER ADT = 1696



5

ASTORI
(DOES N



ASTORIA TOLL BRIDGE TRAFFIC COUNTS

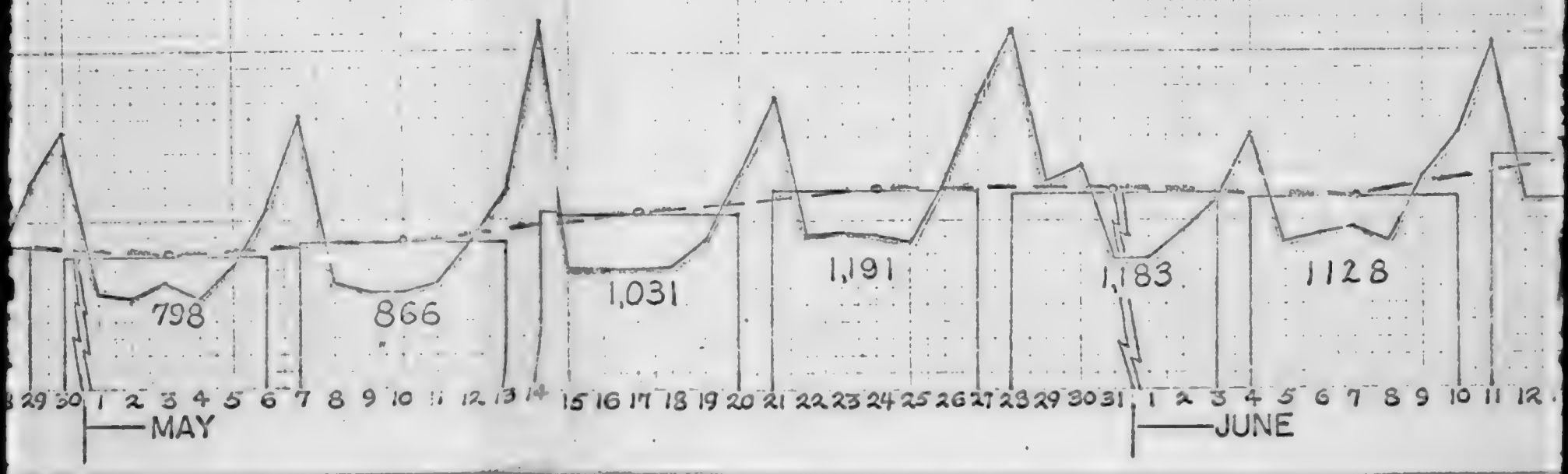
(DOES NOT INCLUDE NON-REVENUE VEHICLES)

19 67

NOTE:
Weekly avera
traffic from
Sunday to 12:
Saturday.

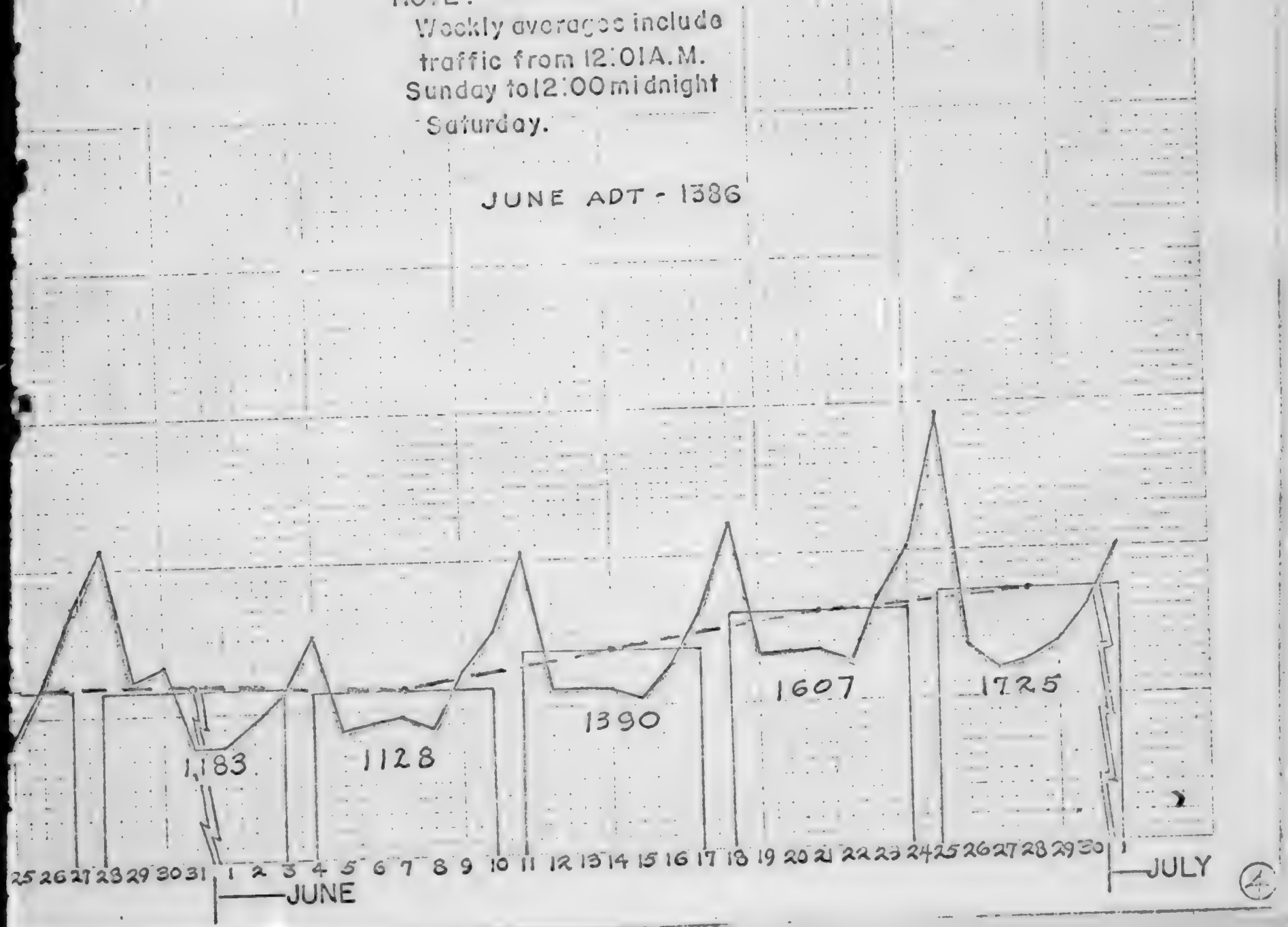
MAY ADT - 1,004

JUNE

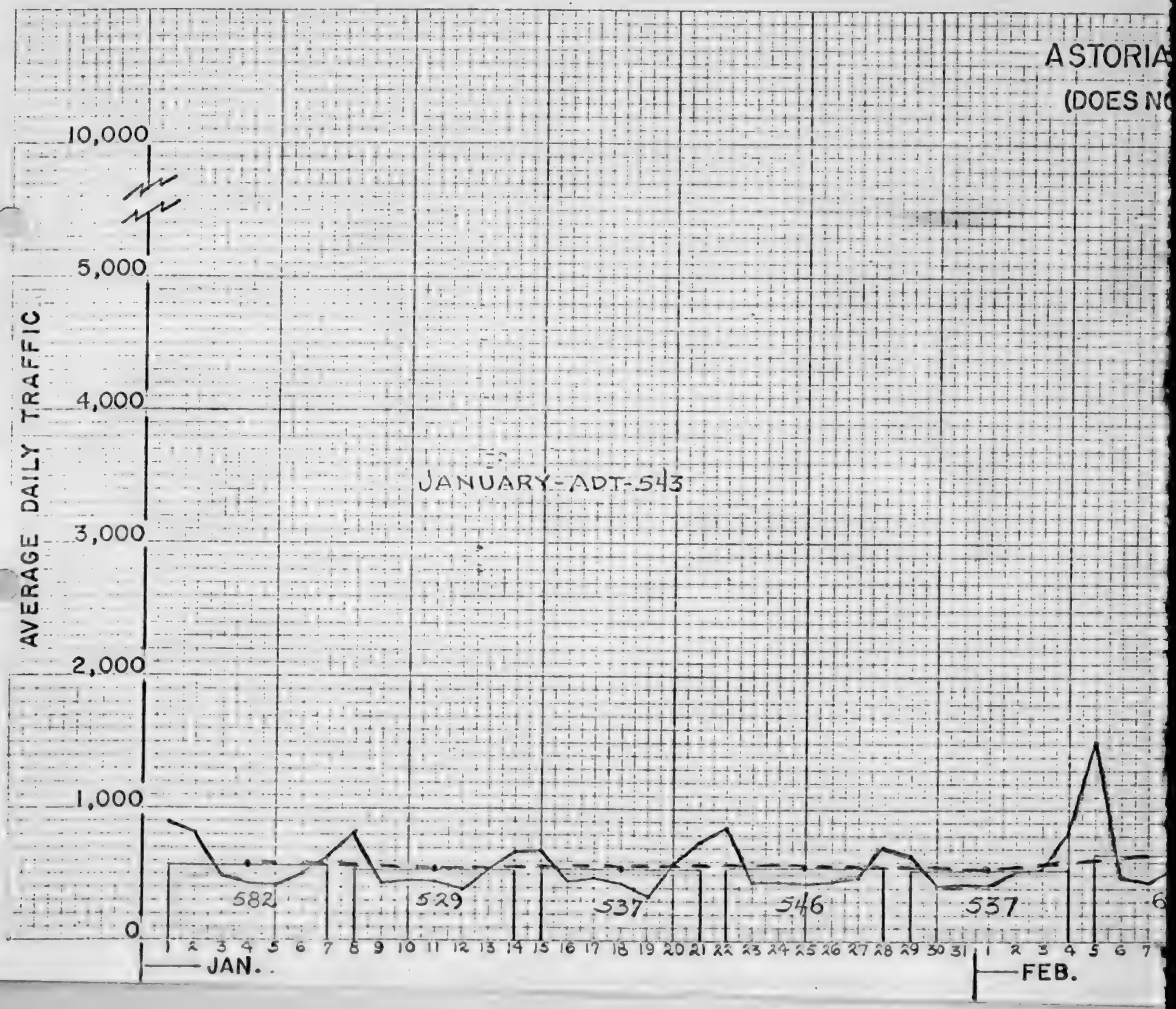


NOTE:
Weekly averages include traffic from 12:01 A.M. Sunday to 12:00 midnight Saturday.

JUNE ADT - 1386



CLEARPRINT PAPER CO. NO C3190. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS. PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER
CLEARPRINT CHARTS



S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1015 CLEARPRINT PAPER CO. NO. C3190 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS.

ASTORIA TOLL BRIDGE TRAFFIC COUNTS

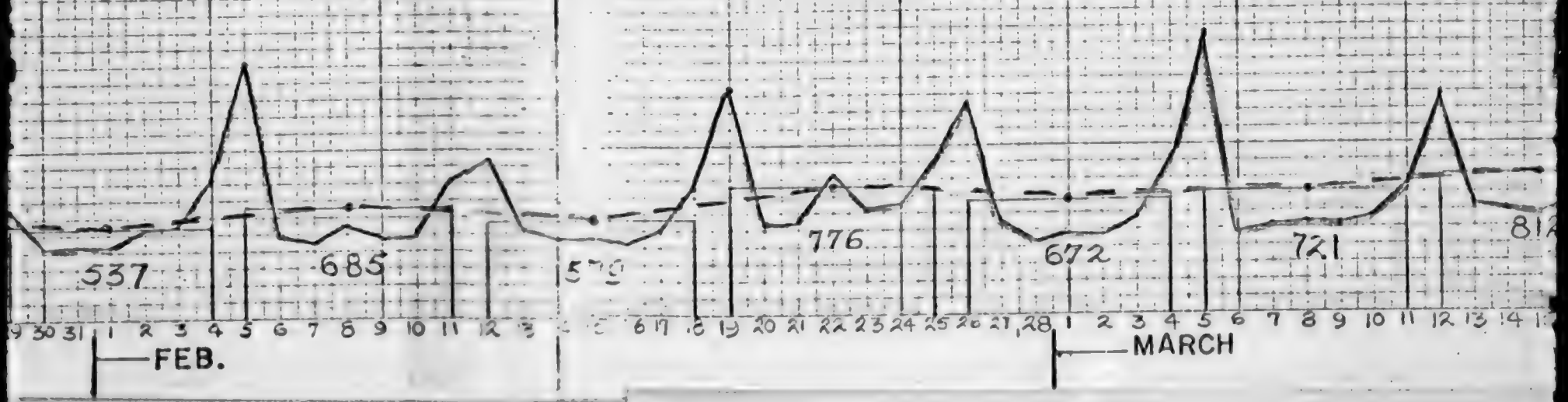
(DOES NOT INCLUDE NON-REVENUE VEHICLES)

1967

NOTE:
Weekly avera
traffic from
Sunday to 12:0
Saturday.

FEBRUARY - ADT 672

MARC

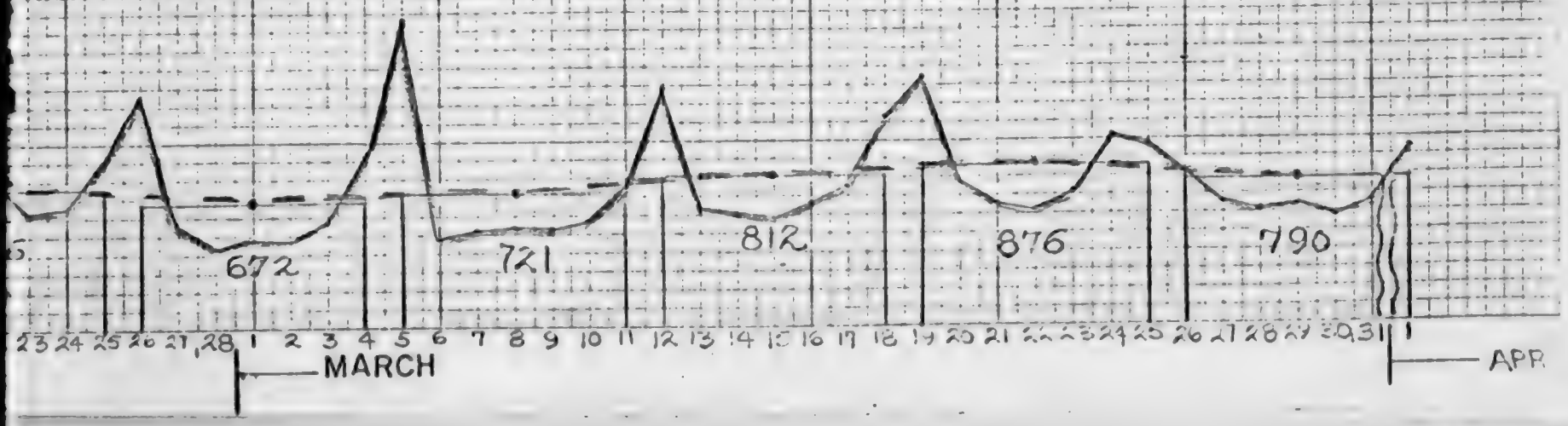


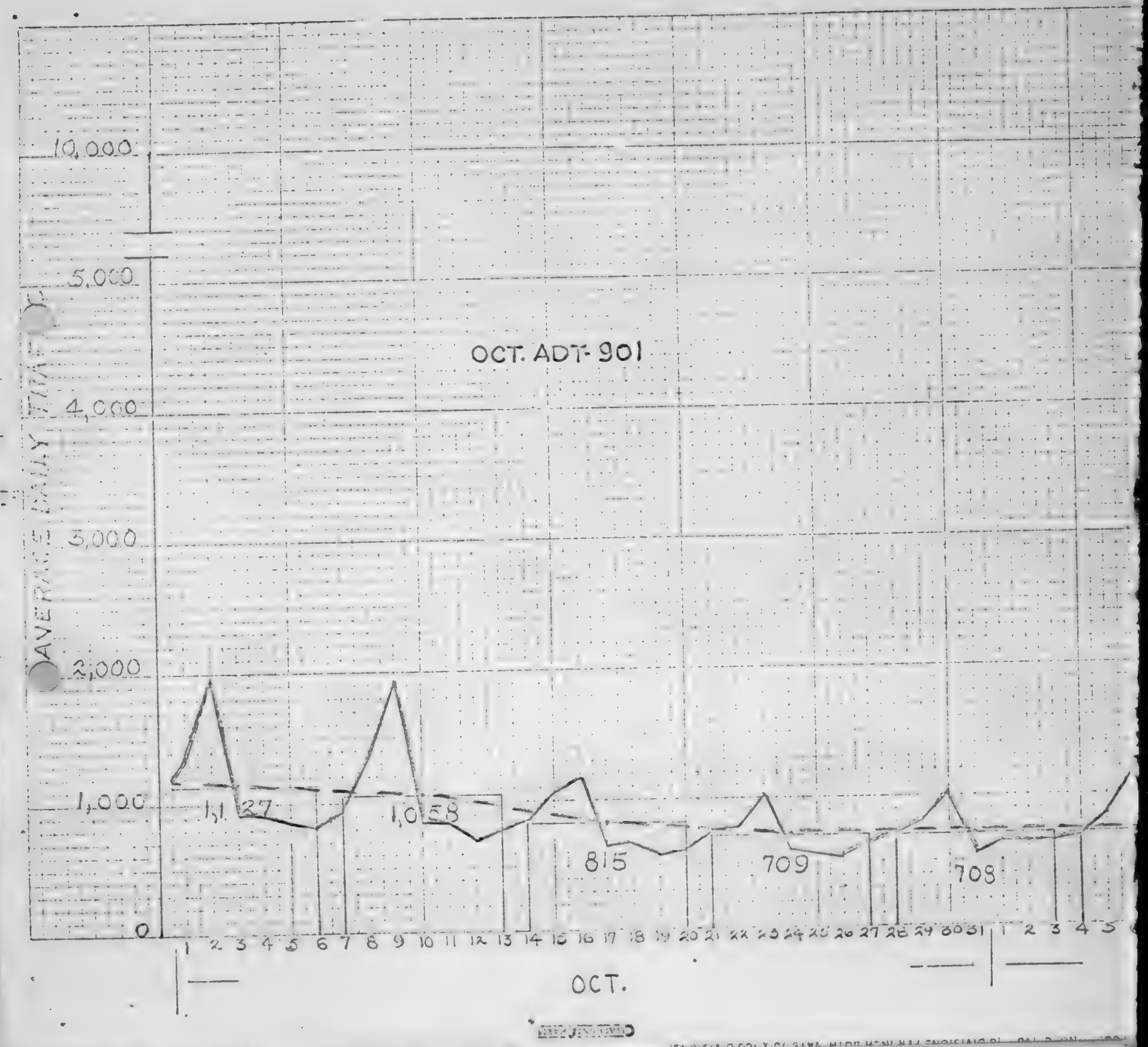
NO. C3190. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS. PRINTED IN U.S.A. ON CLEARPRINT

UNTS
CLES)

NOTE:
Weekly averages include traffic from 12:01 A.M. Sunday to 12:00 midnight Saturday.

MARCH - ADT 770

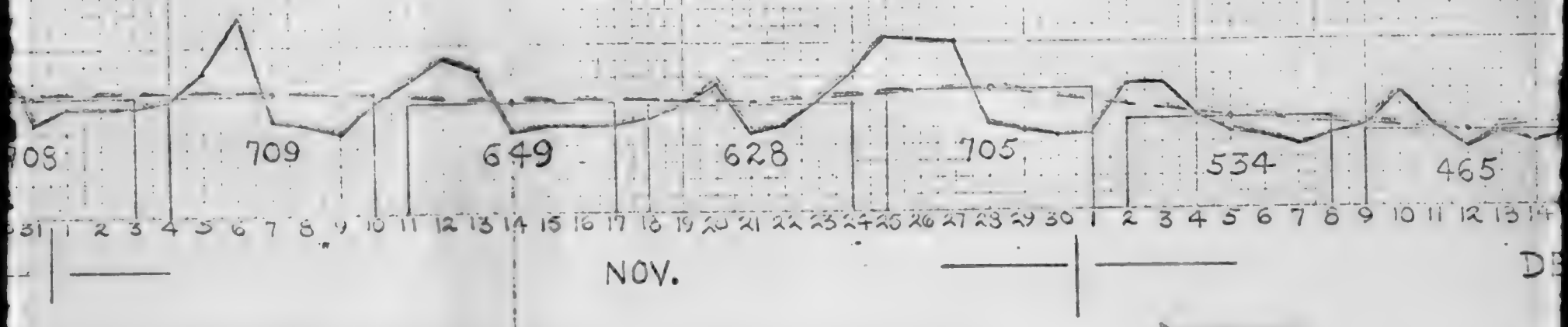



OCT. ADT- 901
AVERAGE DAILY TRAFFIC
10,000
5,000
4,000
3,000
2,000
1,000
0
1,127
1,058
815
709
708
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 1 2 3 4 5
OCT.

1966

NOV. ADT. 676

DE



NOV.

D

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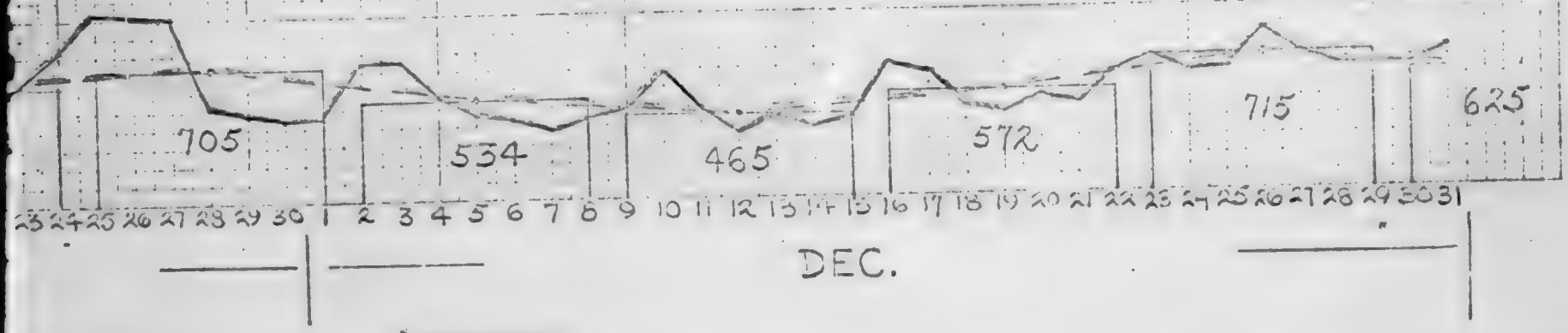
WAYS 70 X 100 DIVISIONS.

DEC. ADT. 577



PRINTED IN U.S.A. ON CLEARPRINT TECHNIC
10 DIVISIONS PER INCH BOTH WAYS TO 100 DIVISIONS

CLEARPRINT PAPER CO NO 6310 10 DIVISIONS TO THE INCH

1966

ASTORIA TOLL BRIDGE TRAFFIC

(DOES NOT INCLUDE NON-REVENUE V

(9161 PRESS FIG.) (9,299 Dedication c

(6,151 vehicles ass
generated by de

AUGUST ADT - 2,674

Assume 3,148 for average calculations

AVERAGE DAILY TRAFFIC

10,000
5,000
4,000
3,000
2,000
1,000
0

2,713
2,691
2,909
2,818
2,501
2,4

29 30 31 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 1 2 3 4

JULY — AUGUST

1966

BRIDGE TRAFFIC COUNTS

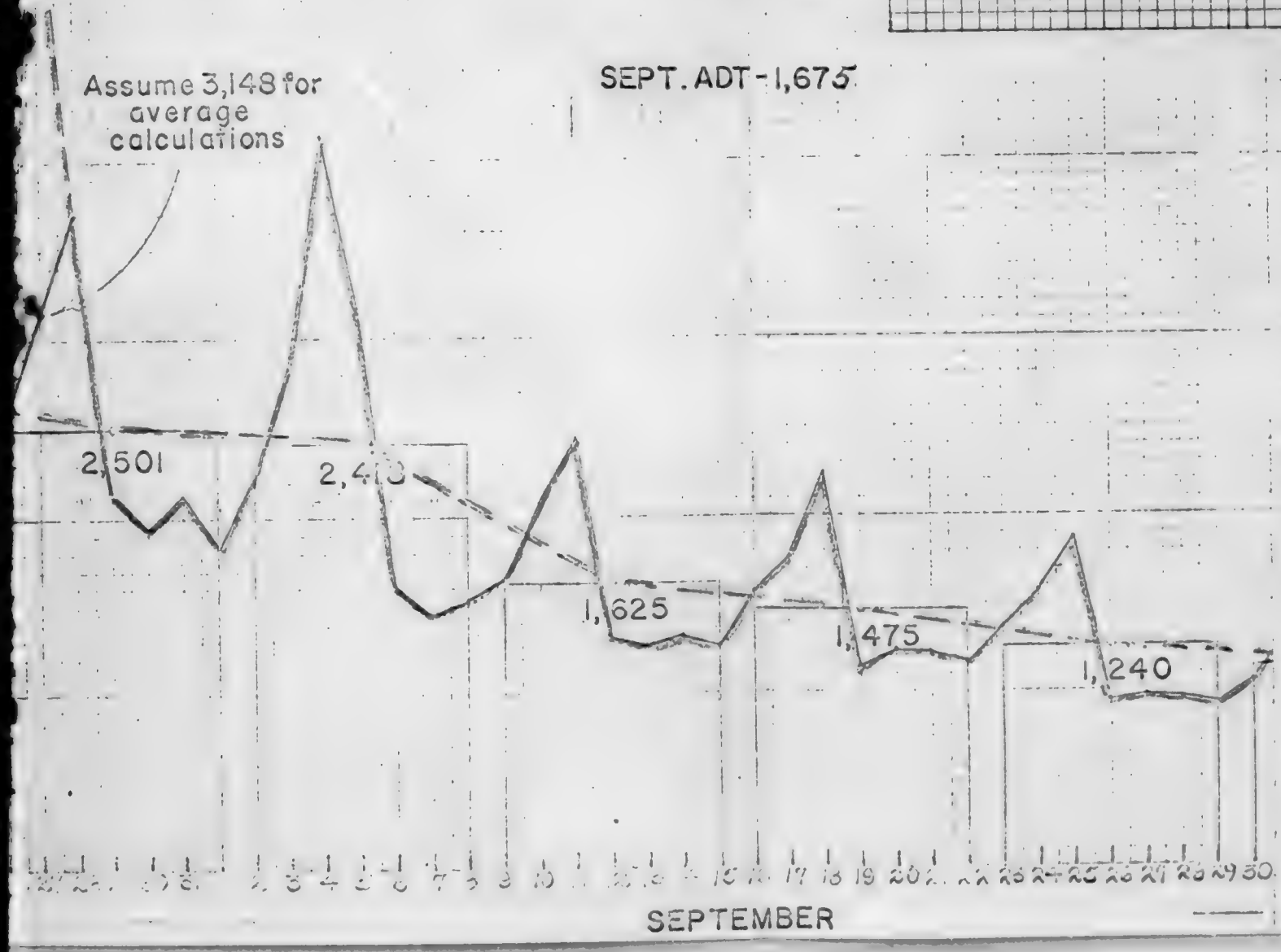
(E NON-REVENUE VEHICLES)

(9,299 Dedication day)
(6,151 vehicles assumed generated by dedication)

NOTE:
Weekly averages include traffic from 12:01 A.M. Friday to 12:00 midnight Thursday.

Assume 3,148 for average calculations

SEPT. ADT - 1,675



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JUL 27 1967

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

ASTORIA

July 25, 1967

F-115(20)
6499

SUBJECT:

To: ALL TOLL COLLECTORS
ASTORIA BRIDGE

Effective this date and in compliance with instructions from the Salem office, please charge all house cars the passenger car rate.

R. M. SMITH
District Maintenance Superintendent

RMS/bh
cc: Forrest Cooper, Attn: Victor D. Wolfe
R. L. Porter
E. S. Hunter
C. H. Maison
R. D. Asburry

RECEIVED
JUL 26 1967
OFFICE OF
STATE HIGHWAY ENGINEER

4-04

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F-115(20)

6497

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 27, 1967

Mr. James I. Mason
Inspector in Charge
U. S. Department of Agriculture
Plant Quarantine Division
Room 331, Federal Building
Portland, Oregon 97209

Dear Mr. Mason:

In checking out our toll operation in Astoria in response to two telephone calls from you, I find that I was in error in advising you that your Inspector in Charge at Astoria, Mr. Stanley F. Guenther, was eligible for free passage over the Columbia River Bridge at Astoria.

I find that ORS 399.145 states: "...Free passage through tollgates and tunnels and over tollbridges and ferries. Any person belonging to the organized militia shall, together with the conveyance in his charge and the property of the state or the United States in the charge, be allowed to pass free through all tollgates and tunnels and over all tollbridges and also over all ferries if he is in uniform or presents an order for duty or certificate of an order for duty..."

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
E. S. Hunter (enc.)
R. D. Asburry
R. M. Smith

MAINTENANCE ENGINEER
RECEIVED
MAR 28 1967
ME AME AME OE AM
DS ABS AA FILE TA

FORM S-30X—60M—7-66 SP*23057.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1967

SUBJECT: Toll Exemptions
Columbia River Bridge at Astoria

To: Mr. Tom Edwards
Assistant State Highway Engineer
Department

Our present policy of exemptions for toll bridges on the Columbia River Bridge at Astoria does not include such federal employees as Mr. James I. Mason, who works for the U. S. Department of Agriculture. The policy we are working under exempts all persons belonging to the organized militia, including both state and federal, providing they are in uniform or present an order for duty or certificate of an order for duty. This is in accordance with ORS 399.145, which states as follows:

"Free passage through tollgates and tunnels and over tollbridges and ferries. Any person belonging to the organized militia shall, together with the conveyance in his charge and the property of the state or the United States in the charge, be allowed to pass free through all tollgates and tunnels and over all tollbridges and also over all ferries if he is in uniform or presents an order for duty or certificate of an order for duty."

Also, we are exempting from toll charges all official vehicles of the State of Oregon and the State of Washington. Toll has been charged on all federal cars other than military.

R. D. Asburry
Division Engineer

RDA:am
cc R. M. Smith

UNITED STATES DEPARTMENT OF AGRICULTURE
AGRICULTURAL RESEARCH SERVICE
Plant Quarantine Division
Room 331, Federal Building
Portland, Oregon 97209

March 8, 1967

Mr. Tom Edwards, Assistant State Highway Engineer
State Highway Administration Building
Salem, Oregon

Dear Mr. Edwards:

Reference is made to our telephone conversation of this date concerning exemption from paying toll for use of the Astoria-Megler Bridge by Mr. Stanley F. Guenther, Inspector in Charge at Astoria. Mr. Guenther is responsible for inspection of ships arriving from foreign ports at Astoria, Willapa and Grays Harbor, Washington, and will be in official uniform and traveling in a government-owned automobile when free passage is requested.

Your assistance in clarifying this matter with Mr. R. M. Smith, District Maintenance Supervisor at Astoria, will be greatly appreciated.

Sincerely,

James I. Mason

James I. Mason
Inspector in Charge

RECEIVED
MAR 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 21 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. [illegible]
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F-11E (--)

6499

1494

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 15, 1967

Mr. Dale F. Curry
City Manager
City of Astoria
City Hall, 1095 Duane Street
Astoria, Oregon 97103

NOTED
F. B. KLABOE

Dear Mr. Curry:

This will acknowledge receipt of your draft No. 6997 in the amount of $5,000, covering your share of the relocation of Kingston Avenue. No further action on your part is necessary.

Very truly yours,

Forrest Cooper
State Highway Engineer

By:

C. H. Maison
Controller

CHM:bg

cc: F. B. Klaboe
Victor D. Wolfe

CITY OF ASTORIA OREGON

FOUNDED · 1811

-5018

MAR 10 67

OFFICE OF THE CITY MANAGER

March 8, 1967

Mr. Forrest Cooper
Oregon State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Cooper:

Enclosed is a city draft in the amount of $5,000.00 which will pay for our share of the relocation of Kingston Avenue. This is in accordance with our agreement with the State Highway Department dated February 13, 1964.

We assume that this is our final act so far as the relocation of this street is concerned.

Sincerely yours,

THE CITY OF ASTORIA

Dale F. Curry

BY: Dale F. Curry,
City Manager

DFC:jrs
Enc.

OPE
STATE HIGHWAY

3-9-67
City Draft 6997
Amt. $5,000
forwarded to Acct
Div
Sec Office

RECEIVED
NOV 10 1966
FOR FILING

F-115 (20)
6499

November 10, 1966

Glens Falls Insurance Company
Pacific Coast Department
350 Sansome Street
San Francisco, California 94104

Gentlemen:

Contract No. 6499 awarded to Pacific Concrete Company, an Oregon Corporation, for the Astoria Approach Interstate Bridge Section Project on the Oregon Coast Highway in Clatsop County was completed on May 27, 1966, and accepted by the Highway Commission on November 9, 1966.

Final payment in the amount of $58,703.05 will be assigned to Wells Fargo Bank after November 17, 1966. The total contract amount is $1,209,117.85 including $21,268.00 for work performed under force account.

You have been advised previously of claims filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkz
cc Pacific Concrete Company
and Oregon Corporation
P.O. Box 7648
Portland 20, Oregon

James E. Schram & Company
Woodlark Building
Portland 5, Oregon

Wells Fargo Bank
464 California Street
San Francisco, California

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
NOV 9 - 1966

F-115(21)

6499

November 9, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed May 27, 1966, on Contract No. 6499. The contract was with Pacific Concrete Co. and was for structure, grading, paving, toll collection facilities, and signing on the Astoria Bridge Approach Section of the Oregon Coast Highway in Clatsop County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 9, 1966, and that you concur in this procedure at the Commission meeting on November 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
I. D. Merchant
C. H. Maison
R. D. Asburry

bg

RECEIVED
SEP 6 - 1966
FOR FILING

COMMISSIONERS
GLENN E. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F-115(20)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 19, 1966

Pacific Pine, Mill & Smelter, Ltd.
P. O. Box 7865
Portland 20, Oregon

Attention: Otis P. Jordan, Jr.
President

Gentlemen:

This will acknowledge receipt of your letter of August 11 and attached notice of claim dated August 16 stating that Pacific Concrete Company owes you $19,750 for equipment rentals.

From the description given it appears that the contract to which you refer is the Pacific Concrete Company, an Oregon Corporation, Contract No. 6499 for work on the Astoria Approach Interstate Bridge Section of the Oregon Coast Highway in Clatsop County.

The surety on this project is the Glens Falls Insurance Company through James E. Schram & Company, Woodlark Building, Portland. We will advise them of the receipt of your claim and we will also forward your Notice of Claim to the Secretary of State for filing.

When your claim has been paid, please let us know so that we can clear our records.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Claim File 1 copy

FILED
TOM McCALL

cc: Glens Falls Insurance Company
James E. Schram & Company
Pacific Concrete Company
2 Commissioners
Hon. Tom McCall (P.S. Please acknowledge receipt of this letter on the enclosed copy.)

RECEIVED
AUG 23 1966
OREGON
STATE HIGHWAY COMMISSION

SECRETARY OF STATE
TOM McCALL
RECEIVED
AUG 22 8 00 AM '66

Posted

PACIFIC MINE, MILL & SMELTER, LTD.

P. O. Box 7648
Portland 20, Oregon

10401 N. E. Marx Street
Phone 254-7315

August 11, 1966

Certified Mail
Return Receipt Requested

Oregon State Highway Commission
Salem, Oregon 97310

Gentlemen: Re: Contract No. 6499
Astoria Approach Interstate Bridge

Enclosed is our claim in the amount of $19,750.00, against the bond given by the general contractor in connection with the above contract.

Please acknowledge receipt of this claim.

PACIFIC MINE, MILL & SMELTER, LTD.

By Otis P. Jordan, Jr.
Otis P. Jordan, Jr., President

RECEIVED
AUG 18 1966
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY
7-15-66

To: State of Oregon
Oregon State Highway Commission

Notice is hereby given that the undersigned, Pacific Mine, Mill & Smelter, Ltd., has a claim for equipment rentals furnished to Pacific Concrete Company, a corporation, by Pacific Mine, Mill & Smelter, Ltd., in the sum of $19,750.00 against the bond taken from Pacific Concrete Company, Principal, and Glens Falls Insurance Company, Surety, for the work of Structure, Grading, Paving, Toll Collection Facilities and Signing, on the Astoria Approach Interstate Bridge, Contract No. 6499, Oregon Coast Highway, Clatsop County.

Dated this 16 day of August, 1966.

PACIFIC MINE, MILL & SMELTER, LTD.

By Otis P. Jordan, Jr.
Otis P. Jordan, Jr., President

RECEIVED
AUG 18 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 11 1966
FOR FILING
F-115(20)
6499

4810

August 10, 1966

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Mr. Parsons:

Re: Astoria Approach Interstate Bridge Section
Contract No. 6499
F.A.P. No. F-115(20)
Inspection-in-Depth Report 35-65-ID-31

I have your memo of July 7 (08-35.6/439) concerning State field records.

In an effort to improve field records, the Bridge Division has conducted a school in each resident's office instructing all personnel on each crew in proper record documentation. This was carried on over a period of several months.

Schools to date have covered the two critical items of structural excavation and piling. Lectures, slides, photographs, and handouts were used by the instructor. Instructional material used will be issued as a part of the Bridge Division's Construction Manual in the near future. At present, instructional material covering additional bridge pay items such as concrete, reinforcing steel and structural steel is being compiled in preparation for another series of instructional schools to be held this coming fall and winter.

Constant surveillance of field records is being maintained by head office personnel as they visit the various residents. This is implemented by devoting one week per month to inspection of records in the various offices.

The Construction Division is conducting a similar program of instruction to field personnel and is maintaining surveillance of records both in the field and office by Department personnel.

Chronological reporting on individual items, notebook records on class "A" concrete and prestressed beams, cited in Mr. R. W. Hilleen's letter of May 24 for study and possible department policy change, are being considered.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

CAG:jf bg

Form CD-121 (11-65) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Tom Edwards

DATE: July 7, 1966

In reply refer to: 08-35.6/439

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-115(20)
Astoria Approach Interstate Bridge Section
Inspection-in-Depth Report 35-65-EID-31

Our May 10, 1966 memorandum transmitted a follow-up Inspection-in-Depth report covering documentation of pay quantities on Oregon Project F-115(20), the Astoria Approach to the Interstate Bridge. Included in that letter was the request that you inform us of remedial actions taken or contemplated in connection with the deficiencies noted in the original report. It was intended that these actions also include steps taken to strengthen Statewide documentation procedures as well as correcting the deficiencies noted on the Astoria project.

Your letter of June 3, 1966 transmitted a copy of a report by the field engineer in charge of the project. The report states that wherever possible, action has been taken to correct the specific problems listed in the original Inspection-in-Depth report. The follow-up Inspection-in-Depth report also indicates that the records of the project in question are being completed to an acceptable level.

In your June 3 letter you state that you believe a shortage of personnel was primarily responsible for the difficulties encountered. While this was probably true to some extent, we believe that there were also some areas in which Statewide procedure and/or policy could be strengthened. The field engineer's report pointed to several such areas which, in our opinion, warrant carefull review. It is our understanding that you now are in the process of improving field record keeping, and believe it is appropriate to include these broader procedure items as remedial actions in accordance with the recommendations in the report. We would, therefore, appreciate your informing us of what general Statewide changes or improvements are being instituted to promote better field records.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Monthly transaction number	FORM PR-2A (5-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
7-98		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	County
13 # 6499	7/25/66	Clatsop
		Project number F-115(20)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 2, 1964, is hereby modified as follows:

Revised estimated total cost of project $ 1,251,297

Revised Federal funds $ 788,000.00

Other revisions

Paragraph 10 of basic project agreement is modified as follows:

"Parking regulations and traffic control provisions contained in State-City Agreement approved by Highway Commission on March 12, 1964."

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 25th day of July, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By _____
A. W. Parsons
(Division Engineer)

By _____
Acting Program Administration Manager

USCOMM-DC 61,20-P63

Oregon State Highway Department

Federal-Aid
Project No. F-115(20)

ASTORIA APPROACH INTERSTATE BRIDGE SECTION

OF THE OREGON COAST HWY. IN CLATSOP COUNTY

(Revised estimate as a basis for modification of project agreement.)

Salem, Oregon, July 13, 1966

Type Code 6202
2-Lane Roadway (Sta. 333+47.81 to Sta. 340+00)(Contract 6499)

Previous subtotal on estimate of October 15, 1964 $ 208,499.59

Previous Estimate

Coarse Crushed Material in Base	570 cu.yds.	$ 4.00	$ 2,280.00
Class "D" Asphaltic Concrete	570 tons	10.50	5,985.00
			$ 8,265.00

Revised Estimate

Coarse Crushed Material in Base	886 cu.yds.	$ 4.00	$ 3,544.00
Class "D" Asphaltic Concrete	599 tons	10.50	6,289.50
PA #1 Type "C" Inlet	5 only	150.00	750.00
			$ 10,583.50
		Net Increase	$ 2,318.50
			$ 210,818.09
		10% Engr. & Cont.	21,080.91
		Total	$ 231,899.00

Type Code 6202
4-Lane Roadway (Sta. 340+00 to Sta. 356+52.50)(Contract 6499)

Previous subtotal on estimate of October 15, 1964 $ 153,424.72

Previous Estimate

Loose Riprap	1,680 cu.yds.	$ 7.00	$ 11,760.00
Coarse Crushed Material in Base	1,810 cu.yds.	4.00	7,240.00
			$ 19,000.00

Revised Estimate

Loose Riprap	4,377 cu.yds.	$ 7.00	$ 30,639.00
Coarse Crushed Material in Base	2,268 cu.yds.	4.00	9,072.00
PA #2 Structural Excavation	291 cu.yds.	3.00	873.00
PA #2 Class "A" Concrete	60.56 cu.yds.	60.00	3,633.60
PA #2 Metal Reinforcement	6,597.36 lbs.	0.15	989.60

EWO #2 Extra Shoring & Cribbing	All Required	$ 2,597.98
EWO #5 Construct Concrete Steps	All Required	701.56
EWO #6 Remove Slide Material	All Required	566.44
		$ 49,013.20
	Net Increase	30,013.20
	Subtotal	$ 183,437.92
	10% Engr. & Cont.	18,343.08
		$ 201,781.00
	Structure	$ 817,617.00
Length of 2-Lane Roadway	0.123 mile	
Length of 4-Lane Roadway	0.313 mile	
Length of 1 Structure	0.275 mile	
Total Length	0.711 mile	
Cost of 2-Lane Roadway per Mile	$188,535.77	
Cost of 4-Lane Roadway per Mile	$644,667.73	

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$ 231,899.00	$ 146,000.00	$ 85,899.00
4-Lane Roadway	201,781.00	127,000.00	74,781.00
Structure	817,617.00	515,000.00	302,617.00
	$1,251,297.00	$ 788,000.00	$463,297.00

State Funds for Const.: Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.

State Funds for Maint.: Chapter 529, Laws 1939.

STATE COPY

Monthly transaction number	Form PR-2A (5-5. 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
12-103		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County
6477 8	10/14/64	Clatsop
		Project number F-115(20)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 2, 19 64, is hereby modified as follows:

Revised estimated total cost of project $ 1,215,733.00

Revised Federal funds $ 765,000.00

Other revisions

In accordance with the May 9, 1962 tri-party agreement between the Bureau of Public Roads and the State of Oregon and the State of Washington, issued under the provisions of Section 129, Title 23, all tolls received from the operation of this facility, less the actual cost of operation and maintenance, shall be applied to the repayment of the State Highway Department's cost of construction (or cost of acquisition). No tolls shall be charged after such repayment has been made. After date of final repayment this facility shall be maintained and operated as a free facility.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 15 day of December, 19 64.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd J. Stum

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX By **A. W. Parsons**
Division Engineer

By: L. R. Backlund
L. R. Backlund, Administrative Mgr.

USComm-DC 11170

December 14, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of the following project agreements signed by a Highway official:

I-5-1(56)00	Siskiyou Station-California State Line
I-5-6(25)303	North Portland Blvd. North Russell St.
F-115(20)	Astoria Approach Interstate Bridge

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAH:mb

RECEIVED
NOV 9 - 1964
11-15

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 5	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Clatsop
		PROJECT NO. F-115(20)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in ~~(1) Title 23, U.S.~~ Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 101 Oregon Approaches, Astoria Bridge

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-31-64	0.711
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,215,733.00	$ 765,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Floyd V. Shaw

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By: ~~XXX~~ A. H. Parsons (Division Engineer)
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer NOV 2 1964

Oregon State Highway Department

Federal-Aid
Project No. F-115(20)

ASTORIA APPROACH INTERSTATE BRIDGE SECTION

OF THE OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 24, 1964

Type Code 6202
2-Lane Roadway (Sta. 333+47.81 to Sta. 340+00)

Retaining Walls				
Shoring, Cribbing, etc.	All Required (90%)			$ 4,500.00
Structural Excavation	700	cu.yd.	$ 5.00	3,500.00
Structural Excavation Below Elevation Shown	70	cu.yd.	5.00	350.00
Furnish Treated Timber Piling	6,075	lin.ft.	1.50	9,112.50
Drive Timber Piles	270	only	35.00	9,450.00
Class "A" Concrete	670	cu.yd.	65.00	43,550.00
Metal Reinforcement	85,500	lb.	0.15	12,825.00
Roadway				
Clearing and Grubbing	All Required (4%)			1,225.00
Removal of Misc. Concrete and Masonry	All Required (45%)			2,250.00
Drainage Excavation, Unclassified	1,900	cu.yd.	3.50	6,650.00
Embankment in Place	47,700	cu.yd.	1.60	76,320.00
Finishing Roadbed and Slope	All Required (20%)			400.00
8-inch Sewer Pipe	810	lin.ft.	2.50	2,025.00
12-inch Sewer Pipe	980	lin.ft.	3.25	3,185.00
15-inch Sewer Pipe	110	lin.ft.	4.00	440.00
24-inch Sewer Pipe	430	lin.ft.	7.50	3,225.00
Extra for Pipe under Pavement	120	lin.ft.	5.00	600.00
24-inch Concrete Pipe, Extra Strength	45	lin.ft.	6.50	292.50
8-inch Perforated Metal Drain Pipe	1,060	lin.ft.	2.50	2,650.00
Special Backfill in Drains	750	cu.yd.	7.00	5,250.00
2-inch Galvanized Water Pipe	150	lin.ft.	2.00	300.00
Concrete Inlets, Type "B"	11	only	100.00	1,100.00
Concrete Inlets, Type "G"	4	only	110.00	440.00
Concrete Inlets, Type "G-2"	1	only	150.00	150.00
Concrete Manholes	15	only	200.00	3,000.00
Capping Manholes	1	only	100.00	100.00
Concrete Curbs	27	cu.yd.	75.00	2,025.00
Concrete Curbs and Gutters	30	cu.yd.	75.00	2,250.00
Guard Rail	700	lin.ft.	3.25	2,275.00
Guide Posts, W-1	20	only	7.50	150.00
Bracket Reflectors	16	only	2.00	32.00
Special Barrier	All Required			250.00
Type 3 Fence	24	rod	25.00	600.00
Stone Backfill Material	830	cu.yd.	10.00	8,300.00
8-inch Standard Reinforced Concrete Pavement	400	sq.yd.	7.00	2,800.00

Material in Subbase	960	cu.yd.	$ 1.75	$ 1,680.00
Coarse Crushed Material in Base	570	cu.yd.	4.75	2,707.50
3/4" - 0 Material in Base	200	cu.yd.	5.00	1,000.00
Sprinkling	55	M-gal.	3.00	165.00
SS-1 Asphalt in Sprinkling	400	gal.	0.30	120.00
Preparation of Base	All Required (20%)			100.00
3/4" - 0 Material in Binder Course	20	cu.yd.	7.50	150.00
RC-250 Asphalt	3	ton	55.00	165.00
Class "B" Asphaltic Concrete	570	ton	10.50	5,985.00
Roadway Lighting	All Required (50%)			1,750.00
Sign Support Footings	All Required (53%)			3,047.50
Metal Sign Posts	All Required (59%)			560.50
Single Sign Supports	All Required (100%)			420.00
Sign Bridge Structure	All Required (50%)			3,375.00
Cantilever Sign Structure	All Required (100%)			2,300.00
Structure Mount	All Required (100%)			60.00
Overhead Sign Illumination Equipment	All Required (50%)			2,250.00
Type "A" Signs in Place	521	sq.ft.	6.30	3,282.30
Type "C", "D" and "R" Signs in Place	106	sq.ft.	3.65	386.90
				$241,076.70
Subtotal				$241,076.70
10% Engr. & Cont.				24,107.30
Total				$265,184.00

Type Code 6202
4-Lane Roadway (Sta. 340+00 to Sta. 356+52.58)

Retaining Walls				
Shoring, Cribbing, etc.	All Required (10%)			$ 500.00
Structural Excavation	100	cu.yd.	$ 5.00	500.00
Structural Excavation Below Elevation Shown	10	cu.yd.	5.00	50.00
Class "A" Concrete	30	cu.yd.	65.00	1,950.00
Metal Reinforcement	3,500	lb.	0.15	525.00
Roadway				
Clearing and Grubbing	All Required (50%)			1,250.00
Demolition of Buildings	All Required (100%)			1,000.00
Removal of Misc. Concrete and Masonry	All Required (50%)			2,500.00
Drainage Excavation, Unclassified	1,830	cu.yd.	3.50	6,405.00
Embankment in Place	6,400	cu.yd.	1.60	10,240.00
Finishing Roadbed and Slopes	All Required (75%)			1,500.00
8-inch Sewer Pipe	110	lin.ft.	2.50	275.00
12-inch Sewer Pipe	990	lin.ft.	3.25	3,217.50
15-inch Sewer Pipe	1,120	lin.ft.	4.00	4,480.00
18-inch Sewer Pipe	1,000	lin.ft.	5.00	5,000.00

24-inch Sewer Pipe	700	lin.ft.	$ 7.50	$ 5,250.00
Extra for Pipe under Pavement	710	lin.ft.	5.00	3,550.00
24-inch Concrete Pipe, Extra Strength	75	lin.ft.	6.50	487.50
8-inch Perforated Metal Drain Pipe	150	lin.ft.	2.50	375.00
Special Backfill in Drains	60	cu.yd.	7.00	420.00
3-inch Galvanized Water Pipe	50	lin.ft.	3.00	150.00
Concrete Inlets, Type G	14	only	110.00	1,540.00
Concrete Inlets, Type G-1	8	only	125.00	1,000.00
Concrete Inlets, Type G-2	4	only	150.00	600.00
Concrete Manholes	4	only	200.00	800.00
Adjustment of Manholes	3	only	75.00	225.00
Concrete Driveways	330	sq.yd.	5.00	1,650.00
Concrete Curbs	13	cu.yd.	75.00	975.00
Concrete Curbs and Gutters	134	cu.yd.	75.00	10,050.00
Concrete Walks	1,290	sq.yd.	5.00	6,450.00
Loose Riprap	1,680	cu.yd.	6.00	10,080.00
Material in Subbase	2,180	cu.yd.	1.75	3,815.00
Coarse Crushed Material in Base	1,810	cu.yd.	4.75	8,597.50
3/4" - 0 Material in Base	1,030	cu.yd.	5.00	5,150.00
Sprinkling	120	M-gal.	3.00	360.00
SS-1 Asphalt in Sprinkling	1,530	gal.	0.30	459.00
Preparation of Base	All Required (75%)			375.00
3/4" - 0 Material in Binder Course	90	cu.yd.	7.50	675.00
RC-250 Asphalt	13	ton	55.00	715.00
Class "B" Asphaltic Concrete	3,770	ton	10.50	39,585.00
RS-1 Asphalt	2	ton	75.00	150.00
Removal of Existing Sign Installations	All Required (100%)			50.00
Sign Support Footings	All Required (47%)			2,702.50
Metal Sign Posts	All Required (27%)			256.50
Sign Bridge Structure	All Required (50%)			3,375.00
Butterfly Sign Structure	All Required (100%)			3,150.00
Overhead Sign Illumination Equipment	All Required (50%)			2,250.00
Type "A" Signs in Place	300	sq.ft.	6.30	1,890.00
Type "C", "D" and "R" Signs in Place	92	sq.ft.	3.65	335.80
Type "E" Signs in Place	25	sq.ft.	3.80	95.00
				$156,981.30
Flagging (57½% of Contractor's Cost)	All Required (90%)			$ 2,700.00
	Subtotal			$159,681.30
	10% Engr. & Cont.			15,967.70
	Total			$175,649.00

Type Code X281
Astoria Approach Structure (Br. 7949) (Sta. 318+97.17 to Sta. 333+47.81)

Shoring, Cribbing, etc.	All Required			$ 40,000.00
Structural Excavation	1,400	cu.yd.	$ 10.00	14,000.00

Structural Excavation Below Elevation Shown	140 cu.yd.	$ 10.00	$ 1,400.00
Drive Steel Piles	251 only	75.00	18,825.00
Splice Steel Piles	60 only	30.00	1,800.00
Class "A" Concrete (2,970 cu.yd. $110.00)	All Required		326,700.00
45' to 50' Type II Prestressed Beams	69 only	800.00	55,200.00
50' to 55' Type II Prestressed Beams	12 only	800.00	9,600.00
65' to 70' Type III Prestressed Beams	8 only	1,500.00	12,000.00
Metal Reinforcement (725,000 lb. $0.13)	All Required		94,250.00
Metal Parapet Railing	2,890 lin.ft.	5.00	14,450.00
Preparation of Slopes	160 sq.yd.	2.00	320.00
Concrete Slab Riprap	160 sq.yd.	7.00	1,120.00
6-inch Standard Steel Pipe	340 lin.ft.	12.00	4,080.00
			$593,745.00
14" BP 72# Steel Piling (State-Furnished) *	7,180 lin.ft.	7.00	$ 50,260.00
	Subtotal		$644,005.00
	10% Engr. & Cont.		64,400.00
	Total		$708,405.00

*Piling was purchased but not used on Project No. U-F-003-1(14), Columbia River Bridge Piers, Contract 6124. The piling will be transferred to this project, F-115(20).

Length of 2-Lane Roadway - - - - - - -	0.123 Mile
Length of 4-Lane Roadway - - - - - - -	0.313 Mile
Length of 1 Structure - - - - - - - -	0.275 Mile
Total Length - - - - - - - - - - - - -	0.711 Mile
Cost of 2-Lane Roadway Per Mile- - -	$2,155,967.47
Cost of 4-Lane Roadway Per Mile- - -	$ 561,178.91

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$ 265,184.00	$167,000.00	$ 98,184.00
4-Lane Roadway	175,649.00	110,000.00	65,649.00
Structure	708,405.00	446,000.00	262,405.00
	$1,149,238.00	$723,000.00	$426,238.00

ASTORIA APPROACH INTERSTATE BRIDGE SECTION

PROJECT NO. F-115(20)

Prestressed Beam Quantities

45' to 50' Type II Beams

Overhead			$ 100.00
Class "A-A" Concrete	4.8 cu.yd.	$63.00	302.40
Metal Reinforcement	740 lb.	0.12	88.80
Prestress Steel	525 lb.	0.50	262.50
			$ 753.70

50' to 55' Type II Beams

Overhead			$ 100.00
Class "A-A" Concrete	5.0 cu.yd.	$63.00	315.00
Metal Reinforcement	770 lb.	0.12	92.40
Prestress Steel	600 lb.	0.50	300.00
			$ 807.40

65' to 70' Type III Beams

Overhead			$ 100.00
Class "A-A" Concrete	10.4 cu.yd.	$63.00	655.20
Metal Reinforcement	1,090 lb.	0.12	130.80
Prestress Steel	1,165 lb.	0.50	582.50
			$1,468.50

Oregon State Highway Department

Federal-Aid
Project No. F-115(20)

ASTORIA APPROACH INTERSTATE BRIDGE SECTION

OF THE OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 15, 1964

Type Code 6202
2-Lane Roadway (Sta. 333+47.81 to Sta. 340+00)(Contract No. 6499)

Retaining Walls

Shoring, Cribbing, etc.	All Required (90%)			$ 2,250.00
Structural Excavation	700	cu.yds.	$ 3.00	2,100.00
Structural Excavation Below Elevation Shown	70	cu.yds.	4.00	280.00
Furnish Treated Timber Piling	6,075	lin.ft.	1.50	9,112.50
Drive Timber Piles	270	only	40.00	10,800.00
Class "A" Concrete	670	cu.yds.	60.00	40,200.00
Metal Reinforcement	85,500	lbs.	0.15	12,825.00

Roadway

Clearing and Grubbing	All Required (49%)			1,715.00
Removal of Misc. Concrete & Masonry	All Required (45%)			1,125.00
Drainage Excavation, Unclassified	1,900	cu.yds.	3.00	5,700.00
Embankment in Place	47,700	cu.yds.	1.00	47,700.00
Finishing Roadbed and Slopes	All Required (20%)			50.00
8-inch Sewer Pipe	810	lin.ft.	2.50	2,025.00
12-inch Sewer Pipe	980	lin.ft.	3.00	2,940.00
15-inch Sewer Pipe	110	lin.ft.	3.50	385.00
24-inch Sewer Pipe	430	lin.ft.	8.00	3,440.00
Extra for Pipe Under Pavement	120	lin.ft.	4.00	480.00
24-inch Concrete Pipe, Extra Strength	45	lin.ft.	8.00	360.00
8-inch Perforated Metal Drain Pipe	1,060	lin.ft.	7.50	7,950.00
Special Backfill in Drains	750	cu.yds.	7.00	5,250.00
2-inch Galvanized Water Pipe	150	lin.ft.	4.50	675.00
Concrete Inlets, Type "B"	11	only	150.00	1,650.00
Concrete Inlets, Type "G"	4	only	150.00	600.00
Concrete Inlets, Type "G-2"	1	only	175.00	175.00
Concrete Manholes	15	only	350.00	5,250.00
Capping Manholes	1	only	25.00	25.00
Concrete Curbs	27	cu.yds.	60.00	1,620.00
Concrete Curbs and Gutters	30	cu.yds.	50.00	1,500.00
Guard Rail	700	lin.ft.	3.25	2,275.00
Guide Posts, W-1	20	only	8.50	170.00
Bracket Reflectors	16	only	10.00	160.00
Special Barrier	All Required			300.00
Type 3 Fence	24	rods	30.00	720.00

Stone Backfill Material	830 cu.yds.	$ 7.00	$ 5,810.00
8-inch Standard Reinforced Concrete Pavement*	400 sq.yds.	7.00	2,800.00
Material in Subbase	960 cu.yds.	4.00	3,840.00
Coarse Crushed Material in Base	570 cu.yds.	4.00	2,280.00
3/4" - 0 Material in Base	200 cu.yds.	4.00	800.00
Sprinkling	55 M-gals.	3.00	165.00
SS-1 Asphalt in Sprinkling	400 gals.	1.00	400.00
Preparation of Base	All Required (20%)		300.00
3/4" - 0 Material in Binder Course	20 cu.yds.	6.50	130.00
RC-250 Asphalt	3 tons	60.00	180.00
Class "B" Asphaltic Concrete	570 tons	10.50	5,985.00
Roadway Lighting	All Required (50%)		1,250.00
Sign Support Footings	All Required (53%)		1,399.20
Metal Sign Posts	All Required (59%)		962.29
Single Sign Supports	All Required (100%)		435.00
Sign Bridge Structure	All Required (50%)		3,140.00
Cantilever Sign Structure	All Required (100%)		2,090.00
Structure Mount	All Required (100%)		150.00
Overhead Sign Illumination Equipment	All Required (50%)		1,982.50
Type "A" Signs in Place	521 sq.ft.	5.70	2,969.70
Type "C", "D" & "R" Signs in Place	106 sq.ft.	3.40	360.40
			$209,236.59
Credit for difference in cost of Portland Cement Concrete Pavement and equivalent asphaltic concrete pavement. (Sta. #337+55 to Sta. 338+75)*			$- 1,815.00 Cr.
Seeding and Mulching	All Required (70%)		$ 1,078.00
	Subtotal		$208,499.59
	10% Engr. & Cont.		20,849.41
	Total		$229,349.00

*Federal participation limited to equivalent cost of A.C. Pavement, Sta. 337+55 to Sta. 338+75 per BPR letter dated August 3, 1964. See attached sheet for calculations.

Type Code 6202
4-lane Roadway (Sta. 340+00 to Sta. 356+52.58)(Contract 6499)

Retaining Walls

Shoring, Cribbing, etc.	All Required (10%)		$ 250.00
Structural Excavation	100 cu.yds.	$ 3.00	300.00
Structural Excavation below Elevation Shown	10 cu.yds.	4.00	40.00
Class "A" Concrete	30 cu.yds.	60.00	1,800.00
Metal Reinforcement	3,500 lbs.	0.15	525.00

Roadway

Clearing and Grubbing	All Required (50%)			$ 1,750.00
Demolition of Buildings	All Required (100%)			2,700.00
Removal of Misc. Concrete & Masonry	All Required (50%)			1,250.00
Drainage Excavation, Unclassified	1,830 cu.yds.		3.00	5,490.00
Embankment in Place	6,400 cu.yds.		1.00	6,400.00
Finishing Roadbed and Slopes	All Required (75%)			187.50
8-inch Sewer Pipe	110 lin.ft.		2.50	275.00
12-inch Sewer Pipe	990 lin.ft.		3.00	2,970.00
15-inch Sewer Pipe	1,120 lin.ft.		3.50	3,920.00
18-inch Sewer Pipe	1,000 lin.ft.		4.25	4,250.00
24-inch Sewer Pipe	700 lin.ft.		8.00	5,600.00
Extra for Pipe Under Pavement	710 lin.ft.		4.00	2,840.00
24-inch Concrete Pipe, Extra Strength	75 lin.ft.		8.00	600.00
8-inch Perforated Metal Drain Pipe	150 lin.ft.		7.50	1,125.00
Special Backfill in Drains	60 cu.yds.		7.00	420.00
3-inch Galvanized Water Pipe	50 lin.ft.		5.75	287.50
Concrete Inlets, Type C	14 only		150.00	2,100.00
Concrete Inlets, Typd C-1	8 only		160.00	1,280.00
Concrete Inlets, Type C-2	4 only		175.00	700.00
Concrete Manholes	4 only		350.00	1,400.00
Adjustment of Manholes	3 only		50.00	150.00
Concrete Driveways	330 sq.yds.		4.00	1,320.00
Concrete Curbs	13 cu.yds.		60.00	780.00
Concrete Curbs and Gutters	134 cu.yds.		50.00	6,700.00
Concrete Walks	1,290 sq.yds.		4.00	5,160.00
Loose Riprap	1,680 cu.yds.		7.00	11,760.00
Material in Subbase	2,180 cu.yds.		4.00	8,720.00
Coarse Crushed Material in Base	1,810 cu.yds.		4.00	7,240.00
3/4" - 0 Material in Base	1,030 cu.yds.		4.00	4,120.00
Sprinkling	120 M-gals.		3.00	360.00
SS-1 Asphalt in Sprinkling	1,530 gals.		1.00	1,530.00
Preparation of Base	All Required (75%)			1,125.00
3/4" - 0 Material in Binder Course	90 cu.yds.		6.50	585.00
RC-250 Asphalt	13 tons		60.00	780.00
Class "B" Asphaltic Concrete	3,770 tons		10.50	39,585.00
RS-1 Asphalt	2 tons		100.00	200.00
Removal of Existing Sign Installations	All Required (100%)			150.00
Sign Support Footings	All Required (47%)			1,240.80
Metal Sign Posts	All Required (27%)			440.37
Sign Bridge Structure	All Required (50%)			3,140.00
Butterfly Sign Structure	All Required (100%)			2,620.00
Overhead Sign Illumination Equipment	All Required (50%)			1,982.50
Type "A" Signs in Place	300 sq.ft.		5.70	1,710.00
Type "C", "D" & "R" Signs in Place	92 sq.ft.		3.40	312.80
Type "E" Signs in Place	25 sq.ft.		3.65	91.25
				$150,262.72
Flagging (57½ of Contractor's Cost)	All Required (90%)			2,700.00
Seeding and Mulching	All Required (30%)			462.00
				$153,424.72

		Subtotal	$153,424.72
		10% Engr. & Cont.	15,342.28
		Total	$168,767.00

Type Code X281
Astoria Approach Structure (Br. #7949) (Sta. 318+97.17 to Sta. 333+47.81)
(Contract No. 6499)

Shoring, Cribbing, etc.	All Required		$225,000.00
Structure Excavation	1,400 cu.yds.	$ 5.00	7,000.00
Structural Excavation Below Elevation Shown	140 cu.yds.	20.00	2,800.00
Furnish 12" BP 53# Steel Piling	7,180 lin.ft.	5.00	35,900.00
Drive Steel Piles	251 only	50.00	12,550.00
Splice Steel Piles	60 only	40.00	2,400.00
Class "A" Concrete (2,970 cu.yds.)	All Required		250,000.00
45' to 50' Type II Prestressed Beams	69 only	720.00	49,680.00
50' to 55' Type II Prestressed Beams	12 only	760.00	9,120.00
65' to 70' Type III Prestressed Beams	8 only	1,200.00	9,600.00
Metal Reinforcement (725,000 lbs.)	All Required		112,149.05
Metal Parapet Railing	2,890 lin.ft.	7.00	20,230.00
Preparation of Slopes	160 sq.yds.	2.00	320.00
Concrete Slab Riprap	160 sq.yds.	9.00	1,440.00
6-inch Standard Steel Pipe	340 lin.ft.	15.00	5,100.00
		Subtotal	$743,289.05
		10% Engr. & Cont.	74,327.95
		Total	$817,617.00

Length of 2-lane Roadway - - - - - - -	0.123 mile
Length of 4-lane Roadway - - - - - - -	0.313 mile
Length of 1 structure - - - - - - - -	0.275 mile
Total Length - - - - - - - - - - - - -	0.711 mile
Cost of 2-lane Roadway per Mile - -	$1,863,813.00
Cost of 4-lane Roadway per Mile - -	$539,191.69

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-lane Roadway	$ 229,349.00	$144,000.00	$ 85,349.00
4-lane Roadway	168,767.00	106,000.00	62,767.00
Structure	817,617.00	515,000.00	302,617.00
	$1,215,733.00	$765,000.00	$450,733.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939

State Funds for Maint.: Chap. 529, laws 1939

ASTORIA APPROACH INTERSTATE BRIDGE SECTION

Project No. F-115(20)

Equivalent cost of A.C. Pavement Sta. 337+55 to Sta. 338+75.

A.C. Pavement (Low Bid Prices)

Embankment in Place	22 cu.yds.	$ 1.00	$ 22.00
Materials in Subbase	27 cu.yds.	4.00	108.00
Sprinkling	1 M-gal.	3.00	3.00
3/4" - 0 Material in Binder Course	3 cu.yds.	6.50	19.50
RC-250 Asphalt	0.4 tons	60.00	24.00
Class "B" Asphaltic Concrete	77 tons	10.50	808.50
			$985.00

P.C. Pavement (Low Bid Prices)

8-inch Standard Reinforced Concrete Pavement	400 sq.yds.	$ 7.00	$2,800.00

Difference in cost of P.C. and A.C. Pavement (Credit to participating cost) $1,815.00

Oregon State Highway Department

Federal-Aid
Project No. F-115(20)

ASTORIA APPROACH INTERSTATE BRIDGE SECTION

OF THE OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 31, 1964.

Type Code 6202
2-Lane Roadway (Sta. 333+47.81 to Sta. 340+00)

Retaining Walls

Shoring, Cribbing, Etc.	All Required (90%)			$ 4,500.00
Structural Excavation	700	cu.yd.	$ 5.00	3,500.00
Structural Excavation Below Elevation Shown	70	cu.yd.	5.00	350.00
Furnish Treated Timber Piling	6,075	lin.ft.	1.50	9,112.50
Drive Timber Piles	270	only	35.00	9,450.00
Class "A" Concrete	670	cu.yd.	65.00	43,550.00
Metal Reinforcement	85,500	lb.	0.15	12,825.00

Roadway

Clearing and Grubbing	All Required (49%)			1,225.00
Removal of Misc. Concrete and Masonry	All Required (45%)			2,250.00
Drainage Excavation, Unclassified	1,900	cu.yd.	3.50	6,650.00
Embankment in Place	47,700	cu.yd.	1.60	76,320.00
Finishing Roadbed and Slope	All Required (20%)			400.00
8-inch Sewer Pipe	810	lin.ft.	2.50	2,025.00
12-inch Sewer Pipe	980	lin.ft.	3.25	3,185.00
15-inch Sewer Pipe	110	lin.ft.	4.00	440.00
24-inch Sewer Pipe	430	lin.ft.	7.50	3,225.00
Extra for Pipe Under Pavement	120	lin.ft.	5.00	600.00
24-inch Concrete Pipe, Extra Strength	45	lin.ft.	6.50	292.50
8-inch Perforated Metal Drain Pipe	1,060	lin.ft.	2.50	2,650.00
Special Backfill in Drains	750	cu.yd.	7.00	5,250.00
2-inch Galvanized Water Pipe	150	lin.ft.	2.00	300.00
Concrete Inlets, Type "B"	11	only	100.00	1,100.00
Concrete Inlets, Type "C"	4	only	110.00	440.00
Concrete Inlets, Type C-2	1	only	150.00	150.00
Concrete Manholes	15	only	200.00	3,000.00
Capping Manholes	1	only	100.00	100.00
Concrete Curbs	27	cu.yd.	75.00	2,025.00
Concrete Curbs and Gutters	30	cu.yd.	75.00	2,250.00
Guard Rail	700	lin.ft.	3.25	2,275.00
Guide Posts, W-1	20	only	7.50	150.00

Bracket Reflectors	16	only	$ 2.00	$ 32.00
Special Barrier	All Required			250.00
Type 3 Fence	24	rod	25.00	600.00
Stone Backfill Material	830	cu.yd.	10.00	8,300.00
8-inch Standard Reinforced Concrete Pavement	400	sq.yd.	7.00	2,800.00
Material in Subbase	960	cu.yd.	1.75	1,680.00
Coarse Crushed Material in Base	570	cu.yd	4.75	2,707.50
3/4" - 0 Material in Base	200	cu.yd.	5.00	1,000.00
Sprinkling	55	M-gal.	3.00	165.00
SS-1 Asphalt in Sprinkling	400	gal.	0.30	120.00
Preparation of Base	All Required	(20%)		100.00
3/4" - 0 Material in Binder Course	20	cu.yd.	7.50	150.00
RC-250 Asphalt	3	ton	55.00	165.00
Class "B" Asphaltic Concrete	570	ton	10.50	5,985.00
Roadway Lighting	All Required	(50%)		1,750.00
Sign Support Footings	All Required	(53%)		3,047.50
Metal Sign Posts	All Required	(59%)		560.50
Single Sign Supports	All Required	(100%)		420.00
Sign Bridge Structure	All Required	(50%)		3,375.00
Cantilever Sign Structure	All Required	(100%)		2,300.00
Structure Mount	All Required	(100%)		60.00
Overhead Sign Illumination Equipment	All Required	(50%)		2,250.00
Type "A" Signs in Place	521	sq.ft.	6.30	3,282.30
Type "C", "D" and "E" Signs in Place	106	sq.ft.	3.65	386.90
				$241,076.70
Seeding and Mulching	All Required	(70%)		$ 1,078.00
	Subtotal			$242,154.70
	10% Engr. & Cont.			24,215.30
	Total			$266,370.00

Type Code 6202
4-Lane Roadway (Sta. 340+00 to Sta. 356+52.58)

Retaining Walls

Shoring, Cribbing, Etc.	All Required	(10%)		$ 500.00
Structural Excavation	100	cu.yd.	$ 5.00	500.00
Structural Excavation Below Elevation Shown	10	cu.yd.	5.00	50.00
Class "A" Concrete	30	cu.yd.	65.00	1,950.00
Metal Reinforcement	3,500	lb.	0.15	525.00

Roadway

Clearing and Grubbing	All Required (50%)			$ 1,250.00
Demolition of Buildings	All Required (100%)			1,000.00
Removal of Misc. Concrete and Masonry	All Required (50%)			2,500.00
Drainage Excavation, Unclassified	1,830 cu.yd.	$	3.50	6,405.00
Embankment in Place	6,400 cu.yd.		1.60	10,240.00
Finishing Roadbed and Slopes	All Required (75%)			1,500.00
8-inch Sewer Pipe	110 lin.ft.		2.50	275.00
12-inch Sewer Pipe	990 lin.ft.		3.25	3,217.50
15-inch Sewer Pipe	1,120 lin.ft.		4.00	4,480.00
18-inch Sewer Pipe	1,000 lin.ft.		5.00	5,000.00
24-inch Sewer Pipe	700 lin.ft.		7.50	5,250.00
Extra for Pipe Under Pavement	710 lin.ft.		5.00	3,550.00
24-inch Concrete Pipe, Extra Strength	75 lin.ft.		6.50	487.50
8-inch Perforated Metal Drain Pipe	150 lin.ft.		2.50	375.00
Special Backfill in Drains	60 cu.yd.		7.00	420.00
3-inch Galvanized Water Pipe	50 lin.ft.		3.00	150.00
Concrete Inlets, Type G	14 only		110.00	1,540.00
Concrete Inlets, Type G-1	8 only		125.00	1,000.00
Concrete Inlets, Type G-2	4 only		150.00	600.00
Concrete Manholes	4 only		200.00	800.00
Adjustment of Manholes	3 only		75.00	225.00
Concrete Driveways	330 sq.yd.		5.00	1,650.00
Concrete Curbs	13 cu.yd.		75.00	975.00
Concrete Curbs and Gutters	134 cu.yd.		75.00	10,050.00
Concrete Walks	1,290 sq.yd.		5.00	6,450.00
Loose Riprap	1,680 cu.yd.		6.00	10,080.00
Material in Subbase	2,180 cu.yd.		1.75	3,815.00
Coarse Crushed Material in Base	1,810 cu.yd.		4.75	8,597.50
3/4" - 0 Material in Base	1,030 cu.yd.		5.00	5,150.00
Sprinkling	120 M-gal.		3.00	360.00
SS-1 Asphalt in Sprinkling	1,530 gal.		0.30	459.00
Preparation of Base	All Required (75%)			375.00
3/4" - 0 Material in Binder Course	90 cu.yd.		7.50	675.00
RC-250 Asphalt	13 ton		55.00	715.00
Class "B" Asphaltic Concrete	3,770 ton		10.50	39,585.00
RS-1 Asphalt	2 ton		75.00	150.00
Removal of Existing Sign Installations	All Required (100%)			50.00
Sign Support Footings	All Required (47%)			2,702.50
Metal Sign Posts	All Required (27%)			256.50
Sign Bridge Structure	All Required (50%)			3,375.00
Butterfly Sign Structure	All Required (100%)			3,150.00
Overhead Sign Illumination Equipment	All Required (50%)			2,250.00
Type "A" Signs in Place	300 sq.ft.		6.30	1,890.00
Type "C", "D" and "E" Signs in Place	92 sq.ft.		3.65	335.80
Type "E" Signs in Place	25 sq.ft.		3.80	95.00
				$156,981.30

Flagging (57½% of Contractor's Cost)	All Required (90%)		$ 2,700.00
Seeding and Mulching	All Required (30%)		462.00
	Subtotal		$160,143.30
	10% Engr. & Cont.		16,013.70
	Total		$176,157.00

Type Code X281
Astoria Approach Structure (Br. 7949) (Sta. 318+97.17 to Sta. 333+47.81)

Shoring, Cribbing, Etc.	All Required		$ 40,000.00
Structural Excavation	1,400 cu.yd.	$ 10.00	14,000.00
Structural Excavation Below Elevation Sheam	140 cu.yd.	10.00	1,400.00
Furnish 12" BP 53# Steel Piling	7,180 lin.ft.	5.50	39,490.00
Drive Steel Piles	251 only	75.00	18,825.00
Splice Steel Piles	60 only	30.00	1,800.00
Class "A" Concrete (2,970 cu.yd. $110.00)	All Required		326,700.00
45' to 50' Type II Prestressed Beams	69 only	800.00	55,200.00
50' to 55' Type II Prestressed Beams	12 only	800.00	9,600.00
65' to 70' Type III Prestressed Beams	8 only	1,500.00	12,000.00
Metal Reinforcement (725,000 lb. 0.13)	All Required		94,250.00
Metal Parapet Railing	2,890 lin.ft.	5.00	14,450.00
Preparation of Slopes	160 sq.yd.	2.00	320.00
Concrete Slab Riprap	160 sq.yd.	7.00	1,120.00
6-inch Standard Steel Pipe	340 lin.ft.	12.00	4,080.00
			$633,235.00
	Subtotal		$633,235.00
	10% Engr. & Cont.		63,323.00
	Total		$696,568.00

Length of 2-Lane Roadway - - - - - -	0.123 miles
Length of 4-Lane Roadway - - - - - -	0.313 miles
Length of 1 Structure - - - - - - - -	0.275 miles
Total Length - - - - - - - - - - - - -	0.711 miles
Cost of 2-Lane Roadway Per Mile - -	$2,165,609.75
Cost of 4-Lane Roadway Per Mile - -	$ 562,801.91

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$ 266,370.00	$167,000.00	$ 99,370.00
4-Lane Roadway	176,157.00	110,000.00	66,157.00
Structure	696,568.00	438,000.00	258,568.00
	$1,139,095.00	$715,000.00	$424,095.00

ASTORIA APPROACH INTERSTATE BRIDGE SECTION

Project No. F-115(20)

. PRESTRESSED BEAM QUANTITIES

45' to 50' Type II Beams			
Overhead			$100.00
Class A-A Concrete	4.8 Cu.yd.	$63.00	302.40
Metal Reinforcement	740 Lbs.	0.12	88.80
Prestress Steel	525 Lbs.	0.50	262.50
			$753.70
50' to 55' Type II Beams			
Overhead			$100.00
Class A-A Concrete	5.0 Cu.yd.	$63.00	315.00
Metal Reinforcement	770 Lbs.	0.12	92.40
Prestress Steel	600 Lbs.	0.50	300.00
			$807.40
65' to 70' Type III Beams			
Overhead			$,100.00
Class A-A Concrete	10.4 Cu.yd	$63.00	655.20
Metal Reinforcement	1,090 Lbs.	0.12	130.80
Prestress Steel	1,165 Lbs.	0.50	582.50
			$1,468.50

RECEIVED
JUL 14 1966
FOR FILING

F-115(20)

6499

July 11, 1966

Portland Wire & Iron Works
4644 s. E. 17th Avenue
Portland 2, Oregon

Attention: Ivan Horne

Gentlemen:

Thank you for your letter of July 5 stating that your claim against Pacific Concrete Company, an Oregon Corporation, has been paid in full.

Our records indicate that this is in connection with the Pacific Concrete Company, an Oregon Corporation, Contract No. 6499 for structure, grading, paving, toll collection facilities and signing on the Astoria Approach Interstate Bridge Section of the Oregon Coast Highway in Clatsop County.

This claim was for aluminum bridge railing, standard drain pipe, etc. in the amount of $8,732.35.

This information will be noted in our records and we will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head
Assistant Secretary

CWH:jf

cc: Glens Falls Insurance Company
James I. Schram and Company
Pacific Concrete Company, an Oregon Corp.
Mr. Jackson
Mr. Simpson

NOTED ON CARD
Jan

RECEIVED
JUL 1 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F-115(2D)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 28, 1966

Portland Wire & Iron Works
[illegible] S. E. 27th Avenue
Portland 2, Oregon

Gentlemen:

This will acknowledge receipt of your notice of claim stating that Pacific Concrete Company owes you $5,732.30 for aluminum bridge railing, standard drain pipe, pipe column, etc.

This appears to be in connection with the Pacific Concrete Company, an Oregon Corporation, Contract No. 6499 for structure, grading, paving, toll collection facilities, and signing on the Astoria Approach Interstate Bridge Section of the Oregon Coast Highway in Clatsop County.

The surety on this project is the Glens Falls Insurance Company through James E. Sehram & Company, Woodlark Building, Portland. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

When your claim has been paid, please let us know so that we can clear our records.

RECEIVED
JAN 28 1965
TOM McCALL
SECRETARY OF STATE

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY
Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FILED
TOM McCALL

cc: Glens Falls Insurance Co.
Pacific Coast Department
350 Sansome Street
San Francisco, California 94104

James E. Sehram & Company
Woodlark Bldg.
Portland 5, Oregon

2 Commissioners

Pacific Concrete Co,
P. O. Box 7648
Portland 20, Oregon

Attn. Tom McCall
(P.S. Please acknowledge receipt of this letter on the enclosed copy.)

NOTED ON CARD

RECEIVED
JUN 30 1966
OREGON
STATE HIGHWAY COMMISSION

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Rec'd P. W. & I. W.
JUN 29 1966
Route to Horne

June 28, 1966

Portland Wire & Iron Works
4644 S. E. 17th Avenue
Portland 2, Oregon

Gentlemen:

This will acknowledge receipt of your notice of claim stating that Pacific Concrete Company owes you $8,732.30 for aluminum bridge railing, standard drain pipe, pipe column, etc.

This appears to be in connection with the Pacific Concrete Company, an Oregon Corporation, Contract No. 6499 for structure, grading, paving, toll collection facilities, and signing on the Astoria Approach Interstate Bridge Section of the Oregon Coast Highway in Clatsop County.

The surety on this project is the Glens Falls Insurance Company through James E. Schram & Company, Woodlark Building, Portland. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

When your claim has been paid, please let us know so that we can clear our records.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED

July 5th 1966

Claim has been paid in full. Check was issued by Pacific Concrete Co. and signed by an employee and also by a member of the Glens Falls Insurance Co. staff. Thank you.

Ivan Horne

Ivan Horne
Credit Manager
Portland Wire & Iron Wks.

RECEIVED
JUL 6 1966
OREGON
STATE HIGHWAY COMMISSION

FABRICATION AND ERECTION OF STEEL AND WIRE • TWX PD 440 • 234-9731

PORTLAND WIRE & IRON WORKS

4644 S. E. 17TH AVENUE • PORTLAND, OREGON 97202

ESTABLISHED 1892

June 22, 1966

To: Secretary of State
State of Oregon
Salem, Oregon

Notice is hereby given that the undersigned, Portland Wire & Iron Works, has a claim for aluminum bridge railing, standard drain pipe, pipe column, etc. in the sum of $8,732.30 against the bond taken from Glens Falls Insurance Company, 901 S. E. Oak Street, Portland, Oregon, for the construction of Astoria approach interstate bridge section, Contract No. 6499, by Pacific Concrete Company, P. O. Box 7648, Portland, Oregon 97220.

SIGNED: PORTLAND WIRE & IRON WORKS

BY: C. A. Lomax, Secretary-Treasurer

RECEIVED
JUN 17 1966
FOR FILING
F-115(20)
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
6497

REGIONAL FILE COPY STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 9, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on May 27, 1966, on Contract No. 6499, Astoria Approach Interstate Bridge Section, in Clatsop County, in connection with Federal-Aid Project No. F-115(20).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Date: 6-7-66

Bureau of Public Roads
Oregon Division Office Endorsement

Conditions noted on above date:

Final inspection made on June 7, 1966.

Contract work considered satisfactorily complete at that time.

A. W. Parsons
Division Engineer

GKHossner:gh

By: M E Martin
M. E. Martin
District Engineer

Rec'd 6 Young
6-12-66

RECEIVED
JUN 3 - 1966
FOR FILING
F-115(20)
6499
468

June 3, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Your File: 08-35.6/439

Dear Sir:

Reference is made to the request made in your memorandum dated May 10, 1966, wherein you asked that we advise your office of the remedial actions taken or contemplated in connection with deficiencies noted in the Inspection-in-Depth made on the Astoria Approach Interstate Bridge Section of the Oregon Coast Highway, Oregon Project F-115(20).

Please find attached a copy of a report by the field engineer in charge of the project dated May 24, 1966. Both this report and the report of the follow-up Inspection-in-Depth indicate that corrective measures have been or are being taken to correct the major deficiencies noted in the original report.

It appears that the major infraction was the lack of the State Highway personnel to properly fill out all field notes and forms. This, we believe, has been corrected.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
I. D. Merchant(enc.)
R. D. Asburry
L. H. Young (enc.)
R. W. Ellison

RDA:am jwa

4-1099

FORM E-50 50M 10-65 SP°23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 27, 1966

To: Mr. V. D. Wolfe
Administrative Assistant
D e p a r t m e n t

SUBJECT: Assignment Edw No. 4686
Inspection-in-Depth
Astoria Approach Interstate Bridge
Oregon Coast Highway
Contract 6499

Two Inspections-in-Depth have been made by the Bureau of Public Roads on the subject project--one in October, 1965, the second in February and March of 1966. Mr. A. W. Parsons, Division Engineer, Bureau of Public Roads, in his Memorandum dated May 10, 1966 regarding this matter, requested as follows:

"We request that you advise this office of remedial actions taken or contemplated in connection with deficiencies noted in the original report."

Attached to this letter was a report on the inspection made in February and March, 1966. This report included a summary of the original report with the findings in the second inspection. This report clearly indicates that considerable improvement was made in the documentation on this project between the first inspection and the second inspection. The improvement did not stop at the end of the second inspection but continued as indicated in a follow-up report by the engineer in charge of this project, Project Engineer R. W. Ellison, dated May 24, 1966. See attached copy.

After analyzing these reports, it is the firm opinion of this office that all of the major points of citation in the original inspection have been or are being corrected as time permits.

Attached is a rough draft of a reply to Mr. Parsons regarding this matter.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:am

FORM E-30X—50M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Astoria, Oregon
May 24, 1966

To:

Mr. R.D. Asburry
Division Engineer
Salem, Oregon

SUBJECT: Columbia River Bridge at Astoria
Astoria Approach
Contract No. 6499
Bridge No. 7949
Follow up inspection in depth report.

The follow up inspection in depth made in February and March of this year on the subject project by the B.P.R. found the documentation to be satisfactory except for a few items and documentation of these items has since been acquired as described hereinafter.

The complaints that basic documentation was incomplete and lacked identification and signatures resulted from entries made prior to my take over of this project. Since that time the documents have been identified (often times by personnel other than those making the original entries) and whenever possible the notes were taken to the person making same for signature. In some cases where personnel making the entries were not available notes have been added by the then resident engineer stating how the work was accomplished. Field notes have been completed as far as possible without adding basic data which was only available at the time work was in progress.

In many instances it appears that the B.P.R. desires that our standard policy of documentation now in use be changed, especially in the case of lump sum items.

The following is an item by item analysation of the B.P.R. follow up inspection in depth report:

From page 1 of the report:

1. Diaries made since our take over (July 1, 1965) are identified and have signatures of men making entries. Some entries made prior to our take over were signed when we returned the diaries to the persons making the original entry especially for their signature. Other entries could not be signed be ause personnel making the entry were no longer available.

2. Field books made up prior to July 1, 1965, have been subsequently completed as far as possible without adding basic data which was available only at time the work was being done.

3. Original ground notes were maintained and elevation of bottom of footings was shown on the "as constructed" plans, however, no field notes were made showing change from plan elevation where such exist. Subsequent to the first inspection, elevations of the tops of footings were obtained by probing rods and properly documented.

4. Timber pile book does show freeze tests, however, it does not show who authorized acceptance of piles on basis of same.

5. One extra 20' pile was furnished which field records show was split 4' from one end. The 11 feet remaining were driven and came to proper bearing. A deduction of 9 feet was made on estimate number 16.

6. A total of the lengths of piles in leads was obtained from the field books, and a deduction of 125.5 feet (payments to the contractor) was made on estimate number 17. This method seemed to be acceptable to Mr. Neely of the B.P.R. on Feb. 17, 1966. No field inspection reports had been made so certified invoices and bills of lading were furnished by the contractor.

7. All cutoffs in excess of 3 feet have been shipped to the State storage yard. Documents for credit to the project will be submitted with the next estimate.

From page 2 of the report: Findings and Recommendations

1. B.P.R. desires that chronological recording of work progress be done in some manner other than diary entries which have been used in the past. This would require revision of existing Highway Department policy.

2. Structural excavation quantities were made on the basis of original ground elevations and top of footing elevations were taken in the field sometime after actual construction was completed.

3. Payment to the contractor for steel piles has been adjusted since the inspection in depth and was made on the basis of lengths in the leads or lengths furnished as shown in the pile driving record b ok which is a field record. Heat numbers of piles used are shown in columnar form in the pile record book and manufacturer's certificates for these heat numbers are on file.
Payment to the contractor for wood piles has been adjusted since the inspection in depth and was made on the basis of lengths in the leads or lengths furnished as shown in the pile driving record book. Inspection r ports made at the time the piles were shipped from the plant are on file.

4. Field notes are available showing the actual top of footing elevation for all bents of the structure. These elevations were taken sometime after the footings were actually poured. These elevations and original ground elevations are the basis upon which the structural excavation quantities were computed.

5. The explanation required has been added to the field b oks for pipe as required.

6. B.P.R. states here that there is engineering information available to support work which has been performed and that records reviewed indicate that items of work required were performed in conformity with the plans and specifications. The statement that final determination of eligibility for federal-aid will depend upon proper documentation is also included in the report.
When B.P.R. personnel were in the office making the follow up investigation they stated that the documentation looked satisfactory to them.

Summary of "Items Checked", (see page 5 of report)

Item 2, Structural excavation (structure)

Item 3, Structural excavation below elevation shown (structure)

Subsequent to the follow up inspection in depth elevations of top of footings were taken in the field and recorded. These elevations plus the original ground elevations, taken prior to commencement of excavation, form the basis for payment to the contractor for structural excavation and excavation below elevation shown.

Item 17, Structural excavation, (wall)

Item 18, Structural excavation below elevation shown, (wall)

The elevation of the top of the ret ining wall will be obtained by May 31st. and top of footing will be obtained by probing before same date.

Item 26, Drainage excavation, unclassified

The pipe notes which showed two quantities for excavation have been corrected to show the lesser volume since the larger of the two included excavation for manholes which is a part of the pay item for manholes. An explanation of this has been put in the field book and signed by the man in charge of the work.

Item 4, Furnish steel piling

The pay quantity for this item has been adjusted to correspond with the lengths furnished as shown in the pile driving record book. Cut off lengths and lengths not used have been accounted for.

Item 5, Drive Steel Piling

The pay quantity for this item corresponds to the information shown in the pile driving record book and was found to be satisfactory by the B.P.R.

Items 7 and 21, "Class A Concrete"

These items were found to be satisfactory except that the B.P.R. states they found no book record to support payment for these items. Evidently some record other than our standard cement receipts which are on file is required and this would appear to be a change in our standard policy.

Items 8,9, and 10, Prestressed beams

The B.P.R. states there are no field records other than plant inspection certificates, field inspection reports, and diary entries for these items. Again it appears a revision of our standard policy is required.

Item 11, Metal Reinforcement

Partial payments were made for this item using the same percentage as that used for class A concrete. Cement receipts showing the quantities for each pour as well as a book record of concrete batched, poured and wasted are on file.

Item 15, Deck Drains, this item O.K.

Item 19, Furnish treated timber piling.

Pay quantity for this item has been revised and corresponds to the lengths furnished or in leads as shown in the pile driving record book. The 10.8 foot length of pile driven in one instance was the acceptable length of pile available when the split portion of the pile was removed.

Item 20, Drive Timber Piles, this item O.K.

Item 22, Metal Reinforcement, this item O.K.

Item 26, Drainage Excavation Unclassified, this item O.K.

Item 27, Embankment in place, this item O.K.

Item 28, Finishing Road and Slopes, this item O.K. except that B.P.R. wants State to revise method of documentation.

Items 29 thru 47, Pipes, this item O.K.

Items 48 thru 51, concrete driveways, curbs, walks, etc., these items O.K.

Item 52, Guard rail, this item O.K.

Item 53, Guide posts, this item O.K.

Items 54 and 55, Bracket reflector and special barrier, these items O.K.

Item 56, Type 3 fence, this item O.K.

Item 57, Loose rip rap, this item O.K.

Item 58, Stone Backfill, Visual inspection was made of this material as it appeared impractical to grade material having a 12' maximum size.

Item 59, 8" steel reinforced concrete pavement.

This item was measured after work was completed and is properly documented.

Items 62,63 and 64, Base material, sprinkling, and asphalt in sprinkling, these items O.K.

Item 65, Preparation of Base, There is a job diary record in Oct. 1965 indicating the completion of base and its preparation before the start of paving.

Items 66 and 67 were eliminated.

Item 68 and 69, Class "B" A.C., these items are O.K.

Items 70 thru 72, are non participating.

Items 73 thru 79, Lump sum items

These are lump sum items and estimates of the percent of completion, as the work progressed, was made on the basis of invoices for material in place, or on the basis of visual inspection.

It again appears that some chronological documentation, other than diary entries, of lump sum items is desired by the B.P.R.

R.W. Ellison

R.W. Ellison
Project Bridge Engineer

RWE:dhb

Form CD-121
(11-63)
(Ptes. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Tom Edwards

DATE: May 10, 1966

In reply refer to: 08-35.6/439

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-115(20), Astoria Approach Interstate Bridge Section
Inspection-in-Depth Report 35-65-EID-31

Attached are two copies of a follow-up Inspection-in-Depth report covering documentation of pay quantities on Oregon Project F-115(20), Astoria Approach to the Interstate Bridge. This inspection was performed to determine what corrective measures had been taken as a result of earlier inspection-in-depth concerning only structural excavation and piling.

The subject report covers all contract pay items, including those previously covered. These findings were similar to the original findings in many respects, but the later findings bring out the fact that steps are being taken to correct the documentation deficiencies.

The most significant finding of this report is a general lack of documentation for contract pay items. The problem is one which could be cleared up by instructions in the instruction manual. It is recommended that the Manual of Instructions be updated to provide adequate records for all pay work on every contract. Such instructions, or procedures, are mandatory under paragraph 25 of PPM 21-6.3.

It is our understanding that you have started making some procedural revisions to provide better documentation.

We request that you advise this office of remedial actions taken or contemplated in connection with the deficiencies noted in this and the original report.

Enclosure
(2nd copy for Mr. R. W. Ellison)

RECEIVED
MAY 17
DISTRICT ENGINEER

RECEIVED
MAY 1
OFFICE OF
DISTRICT ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

35-65-EI 31

FORM PR-33D (5-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(Check Appropriate One) ☐ ORIGINAL INSPECTION REPORT ☒ FOLLOWUP REPORT

REGION	DIVISION	PROJECT NUMBER
8	Oregon	F-115(20)

DATE OF INSPECTION	PHASE(S) INSPECTED
2/15-17/66 & 3/15/66	Documentation of pay quantities

INSPECTION MADE BY	IN COMPANY WITH
A. K. Neeley and D. L. Levien	R. W. Ellison, Res. Engr. & assistants

REPORT PREPARED BY
A. K. Neeley

PROJECT INCLUDES
☒ GRADING AND DRAINAGE ☒ BASE ☐ PAVING ☒ MAJOR STRUCTURES ☒ OTHER (Specify) Toll Collection Facilities Signing

CONTRACTOR (Name and address)
Pacific Concrete Company
P.O. Box 7648
Portland, Oregon

CONTRACT AMOUNT
$ 1,173,333.00

PROJECT STATUS (Percent complete)
91%

LOCATION

Time spent on inspection: Preliminary review of plans, proposal and project file 8 hrs.; Travel 14 hrs.; Field 18 hrs.; Division office 4 hrs.; Write up 12 hrs.

REPORT FORMAT: (1) SUMMARY OF FINDINGS; (2) RECOMMENDATION (Including needed followup action); (3) DETAILED REPORT OF INSPECTION.

Award Date: September 25, 1964

Time Allowed: To May 31, 1966

Time Started: September 25, 1964 Work Started 10, 1964

ASTORIA APPROACH INTERSTATE BRIDGE SECTION
OREGON COAST HIGHWAY
Structure, Grading, Paving, Signing and Toll Facilities

An inspection-in-depth on this project conducted by representatives of the Division office on October 27 and 28, 1965 and reported on December 22, 1965 listed the following seven findings:

1. Many of the field diaries were poorly identified and/or lacked the signature of the person making the entry.

2. Field books for the structural excavation, the treated timber piles, and the steel piles were not up to the usual State standards of completeness.

3. No formal records were maintained to show the extent of the structural excavation work.

4. Although not clearly set out in the treated timber pile book, some ten piling were accepted on the basis of a "freeze test".

5. There was only 6055 lineal feet of treated timber piling furnished under Item No. 19 as supported by the field records when 6075 lineal feet were paid for.

6. There were only 6850.5 lineal feet of 12BP53 steel piling furnished under Item No. 4 as supported by the field records when 7180 lineal feet were paid for.

7. There was one cutoff in excess of twenty feet remaining after completion of the work which should be taken to State storage yards and credited to the project.

In the body of the report under Details in the first paragraph under Project Records there appears this statement:

> "A review was made of the project documents on this project relating to the structural excavation and piling items. These records in general were found to be very poor and far substandard to those normally maintained at the project on Oregon State Highway Department work. Although a detailed review was not made of all project records, it is doubtful whether the other supporting documents were materially different."

Also an audit report No. 66-835-13 dated 12-29-65 comments that various quantity computations had been made on scratch paper in rough form. The rough notes did not in all instances identify the item, project, date or person making the computations. The pipe field book listed two quantities for some of the drainage excavation quantities and two lengths for pipe.

Information shown in these reports indicated the need for a review of all items of the contract for which payment has been made to date. This follow-up inspection records that action.

SUMMARY OF FINDINGS AND RECOMMENDATIONS

1. Finding

Field diaries were reviewed and found to contain much of the required information. There was too much dependence on diary entries to support line items of the estimate.

Project representatives learned on the fact that the Oregon Manual of Instructions stresses the keeping of a diary more than it does the keeping of other supporting notes. This makes it necessary to hunt through many diaries to obtain necessary information.

Recommendation

It is recommended that the Manual of Instructions be upgraded to include a recommended type of notes and note book entries to support chronologically the development of each line item of the contract.

2. Finding

There were field records available to show that elevations of original ground had been taken. These elevations together with footing elevations shown on the plans permit calculation of structure excavation. No records were available to show that intermediate or temporary Bench Marks were established to provide an easy reference for footing elevation, pile cutoff, etc. There were no book records to support the calculations of structure excavation quantities.

Recommendation

It is recommended that the notes indicated in finding No. 1 above be placed in a supporting book record for each item, including reference material applicable to each bent, or structure part. This would include but not be limited to, dates of work, elevation datum, excavation, pile information, reinforcing steel and concrete.

3. Finding

Records for both steel and wood piles were barely adequate. The invoices we viewed were shipping bills only and bore no evidence of field delivery, receipt at the job site or acceptance by a State representative. All the quantities allowed were not accounted for due to lack of inventory and records of disposal.

Recommendation

When the State makes a payment to the contractor for piling furnished, the engineer should maintain accounts representing usage and disposition of the total quantity allowed. It is also recommended that the State consider adopting a procedure providing payment for only those piling in place.

4. Finding

Many records show that construction was in accordance with plans. A set of "As Constructed" plans is maintained in the field office. On some items such as change of elevation of a structure footing there was no record of the change other than the note on these plans.

Recommendation

It is recommended that a book record of all items, sufficient to permit maintaining a set of "As Constructed" plans, be maintained on all projects and that under no circumstance should an original entry be permitted anywhere but in a book (field book, diary or materials receipt).

5. Finding

A review was made of the pipe field book wherein the audit finding "E" noted there were two quantities listed for excavation and lengths for pipe. Entries in this book were also discussed with the man who made them, Mr. Ken Allmer. He informed us that pipe runs were staked originally for the entire length indicated. In most cases there was involved a manhole which excluded 4 feet of pipe and pipe lengths were reduced accordingly. In each case the excavation for the manhole was included in the price of the manhole and this deduction had to be made.

Recommendation

It is recommended that Mr. Allmer make an entry in the pipe field book explaining the reason for this double entry and why the smaller of the two figures has been used in each case.

6. Finding

This review established that there is engineering background information available to support items on which work had been performed or completed to the date of this inspection. Allowance for piles furnished (Items 4 and 19) may be subject to adjustment based on the accountability for pile cutoffs or piles furnished but not used.

The records we reviewed, the construction we observed and the discussion with inspectors responsible for the work indicate that all items of work required were performed in conformity with governing plans and specifications. Final determination of eligibility for Federal-aid will depend on proper documentation in accordance with FPM 21-6.3.

Recommendation

It is recommended that special attention be given the maintenance of proper records for all pay items of the contract.

DISCUSSION

Regional office files on the project were reviewed first. The Division files were then reviewed and at the same time discussions were held with Messrs. Pillsbury and Hossner who made the original inspection. Following the review and discussions at Division level, team members proceeded on to Astoria, Oregon and met R. W. Ellison, Resident Engineer, and W. W. Ballinger, Assistant Resident Engineer. All discussions took place in the office of the Resident Engineer. Since Mr. Ballinger handles the subject project under Mr. Ellison he stayed with the team for the two days required to make the inspection. Mr. Ballinger kept members of his crew standing by so there would be a minimum delay in locating information or notes.

It is of interest to note the following in connection with this contract.

There are 85 numbered items in the proposal. Twenty-three of these items are lump sum; 2 items involve 1 unit only.

Items 8, 9, 10, 12, 15, 40, 41, 42, 43, 44, 49, 50, 51, 52, 53, 54, 56, 59, 83, 84 and 85, a total of 21, represent material which is visible and can be measured or checked for final pay quantity after the work is substantially complete.

Items 4, 19, 57, 58, 60, 61, 62, 63, 64, 66, 67, 68 and 69 require materials receipts or delivery slips and these were reviewed.

This leaves only 26 of the 85 original items requiring any substantial supporting documentation. Our check covered these items.

It is noted in the Oregon Manual of Instructions, Section 3, page 199 under 4-3-2 Clearing Stakes, that "supporting data must be recorded even when the bid item is lump sum."

Section 4, under 4-4-1 Duties and Authority of Inspectors, states in the second paragraph on page 213 "in addition, on all Federal-aid projects particular attention shall be given to see that the control conforms to 'An Informal Guide on Project Procedures'", November 26, 1960 AASHO. The guide states, "It is assumed that State Highway Departments have issued instructions covering standardized methods of keeping all notes and for making all supporting computations connected with a construction project. Also that appropriate forms have been designed and provided for these purposes.

Section 9, under 4-9-14 Final Records to be Submitted, under "1. Final Index" on page 275, states "The index shall give the station number, the book and page number of the notes and/or the book and page number of the calculations, if separate from the notes, of each and every miscellaneous item coming under the general contract items.

ITEMS CHECKED

Structural Excavation

This item is covered by the following:

2. Structure excavation (Structure)

3. Structure excavation below elevation shown (Structure)

- more -

17. Structural excavation (Wall)

18. Structural excavation below elevations shown (Wall)

26. Drainage Excavation Uncl. (Pipes)

In addition to the above, certain manholes, inlets and catch basins which were bid separately included all necessary excavation.

The original inspection-in-depth states under finding No. 3, "No formal records were maintained to show the extent of the structural excavation work."

Our examination of the record shows that they did have in the field, elevations of the original ground. These elevations together with footing elevations and dimensions shown on the plans permit computation of structural excavation.

Item "E" in the audit report cites two quantities in the pipe field book. See explanation of this under finding No. 5.

We reviewed this book and noted the two quantities cited. The larger quantity had been marked out in each case. We talked with Mr. Ken Allmer who was responsible for staking most of the pipes. He informed us that in most pipe runs, provision had been made for a manhole or inlet. The dual quantity resulted when the excavation and pipe represented by the structure were subtracted.

Our review of structure excavation below elevations shown indicates the quantities are computed properly. The only supporting final elevations available are those shown on a set of "as constructed" plans maintained in the office of the Resident Engineer. A special effort was made to locate a level book which would show that these elevations were obtained by wye level or that a series of T.B.M.'s had been established prior to excavation that would permit ready determination of elevation and pile cutoffs by hand level or other means. None was located. No book record was found to support computations for Items No. 2, 3, 17 and 18.

Furnish Steel Piling - Item No. 4

The original inspection-in-depth shows under finding 6 that only 6850.5 l.f. were furnished. The records we viewed show the bid amount of 7180 l.f. still appears on the estimate. Project records indicate that the order length of 7180 l.f. may have been furnished. Field inventory does not support the amount allowed and the quantity will be adjusted downward to agree with driving records in the pile book.

Drive Steel Piling - Item No. 5

Records support the number of piles driven. This is the pay quantity. It is in connection with the driving that questions of accountability for cutoffs occur. Field records show the amount of pile placed in leads, amount of cutoff, etc. The records do not account for full lengths of piling not used. We were informed that the State is now developing a pile record book which will help to accomplish this objective.

Class A Concrete - Items 7 & 21

The review shows that cylinders were made; tests for air content and slump were made regularly. We found no record of yield tests. Batching records were maintained by the plant inspector. A 12# sample of cement is submitted for each 1,000 barrels of cement used. The field is informed of results. A field inspector keeps track of all deliveries of mixed concrete. He makes tests, pours cylinders, inspects forms, steel, etc.

Sufficient records are maintained to permit accurate determination of quantities for progress estimates. We found no book record to support payment for these items.

Prestressed Beams - Items 8, 9 & 10

These beams were cast in Portland, Oregon and inspected there. A certificate of this inspection was furnished to the field. Additional visual inspection was given the members upon arrival at the project and before erection. There are no field records other than the certificates, inspection reports, and diary entries for these pay items.

Metal Reinforcement - Item 11

Metal reinforcement is bid as a lump sum with provision made for adjustment.

A review of the records revealed that adjustment in height had been made on seven bents but the quantity was adjusted on only one. The reasoning was that the contractor had ordered extra steel and in most cases had to cut off some. This matter was discussed and will be reviewed before final payment is made.

6" Standard Steel Pipe - Item 15, Deck Drains

Lengths were established from original plans or from plans as adjusted during construction. This information was furnished to the contractor for ordering. Assemblies were fabricated in the field and inspected there. Installation was inspected in the field. There are diary entries covering field inspection. Field records contain a certificate on galvanizing. The order lengths furnished the contractor may meet requirements for documentation of this item.

Furnish Treated Timber Piling - Item 19

OSHD form E-73 Inspection Report is made out at the time piling is loaded for shipment to project. This form usually accompanies the shipments. 6075' of acceptable piling reached the project and allowance was made for that amount. The record is clouded somewhat by the fact that the contractor shipped one extra 20' pile to the project and that one 20' pile was rejected at the project. There is recorded the fact that in one instance the contractor placed in his leads a 10.8' length instead of a full 20' length. The tip on this particular pile was found to be split and 9.2' was cutoff prior to driving. (Noted by an entry in the pile book dated 2-18-66.)

The resident engineer stated that contractor will only receive credit for furnishing 11' of piling and the allowance for furnishing timber piling will be adjusted accordingly to show 6066' as being furnished.

Drive Timber Piles - Item 20

Records show the required 270 piles were driven.

The record shows the following lengths were placed in the leads: 135 at 25', 134 at 20' and 1 at 10.8'.

Metal Reinforcement - Item 22

Payment for this item is by the pound.

Quantities are computed from re-bar cut sheets.

Computations on these sheets were reviewed during the inspection.

Drainage Excavation Unclassified - Item 26

Notes for this item were recorded in a field book with pipes, etc.; computations for the item were viewed.

Embankment in Place - Item 27

Notes and IBM sheets were viewed.

A check was made to determine that quantities were derived from an actual measurement of the embankment in place.

Finishing Roadbed Slopes - Item 28

Thirty-five percent of this item had been allowed. It was difficult to determine whether this amount had actually been done. We were assured by the engineer that before 100% was allowed all of the slopes would be finished to the satisfaction of the engineer. There were no notes on this lump sum item. The State has no requirement for keeping such notes and final record will no doubt be a single sheet showing the item. Diary entries will be made as the work progresses. The State should provide a book record as noted elsewhere in this report.

Pipe - Items 29 thru 47

Records for these items appear in Books 1, 2 and 3 along with drainage structures, etc. These notes were reviewed.

Concrete driveways, concrete curbs, concrete curbs and gutters, concrete walks - Items 48, 49 50 & 51

These items are recorded in Book No. 6

Guard Rail - Item 52

None allowed to date - will be in accordance with plans.

Guide Posts - Item 53

Existing notes are on loose leaves. These will be bound for final record.

Bracket Reflector, Item 54 and Special Barrier, Item 55, have had no activity.

Type 3 Fence - Item 56

Posts are in --- field notes were available.

Lemon Bierge - Item 57

This item is covered by materials receipts.

Stone Backfill Material - Item 58

This item was computed on basis of the limits of structural excavation at bents 179-190 and 193-195 minus volume of footings, columns and catch basins. We found no evidence that materials had been checked for grading requirements.

8" Standard Reinforced Concrete Pavement - Item 59

Pay unit Square Yard. There was no book record. Quantity paid was based on plans.

Special Provisions P.121 "Measurement (a) The areas of portland cement concrete pavement to be paid for under this contract will be the number of square yards completed in place and accepted. Pay areas shall be determined by measurement of width and length of each separately constructed strip of pavement....."

Diaries record the placing of reinforcing steel.

Materials in subbase and coarse crushed material in base Items 60 and 61 were combined as permitted in the Special Provisions and the quantities are covered by materials receipts which were viewed.

Item 62, 3/4" Base Material; 63, Sprinkling; and 64, Asphalt in Sprinkling Water - These items are covered by materials receipts.

Preparation of Base - Item 65

This is a lump sum bid for which there is no book record.

Items 66 and 67 were eliminated.

Class "B" Asphaltic Concrete - Item 68 and companion Item 69

These items covered by materials receipts.

Diaries record inspection activity.

Items 70 thru 82 are all bid on lump sum. Of these items Nos. 70, 71, and 72 are for toll facilities and are non-participating. Nos. 73 thru 79 have had an allowance made on progress estimates but have no supporting book record. Contractor's invoices may be available. Nos. 80, 81 and 82 have had no allowance made to date.

Items 83, 84 and 85 are for signs. Fabrication is in accordance with plan sheets. Fabricator's detail sheets are checked and approved in Salem.

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Astoria Approach Interstate Bridge	WEEK ENDING: May 28, 1966 #87
		SECTION PREFIX: 4-1099
	HIGHWAY: Oregon Coast	COUNTY: Clatsop
NAME OF JOB: Astoria Approach, Interstate Bridge	KIND OF WORK: Structure, grading, paving, toll collection facilities, and signing.	
CONTRACTOR: Pacific Concrete Co.	CONTRACT NUMBER: 6499	FEDERAL AID PROJECT NUMBER: F-115(20)
DATE OF CONTRACT: Sept. 25, 1964	DATE WORK STARTED: Nov. 10, 1964	ESTIMATED COMPLETION DATE: May 31, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN SUPERVISION	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: May 31, 1966	PERCENT OF TIME ELAPSED: 99
PROJECT AUTHORIZATION: $ 1,332,930.37		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 1,238,144.21	ENGINEERING AUTHORIZATION: $ 94,786.16	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,232,024.98	ENGINEERING COST TO DATE: $ 94,786.16	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97
ESTIMATED PERCENT OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 100 %	DATE PROJECT WAS COMPLETED: Will be May 27, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD	Traf. cont.	Ret. wall
100	100	100	100	100	0	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.73	0.73			0.83
MILES PARTIALLY COMPLETED	0.73	0.73			0.83
MILES COMPLETED	0.73	0.73			0.83
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7949							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	"			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	Showers			
FRIDAY	Fair			
SATURDAY	"			

RECEIVED
MAY 31 1966
STATE OF OREGON
HIGHWAY ENGINEER

ASHFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
5-22 SUNDAY	No activity.
5-23 MONDAY	Placing joint sealer. Toll equipment placed and adjusted. One finisher on DeLong parapet.
5-24 TUESDAY	Setting handrail brackets. Painting toll booth. Painting parapet span 171.
5-25 WEDNESDAY	Setting handrail and brackets. Painting toll booth.
5-26 THURSDAY	Finished up hand rail on the EWO on DeLong work. Dave Berger visited the project and made an inspection of the toll equipment and verbally approved it.
5-27 FRIDAY	Project finished and contractor moved out.
5-28 SATURDAY	No activity.

Status of work:	REMARKS	Next week:
Project complete. This is the final weekly report. Project completed 5-27-66.		----

SIGNED Willi V Ballinger LOCATION

W. Ballinger, Asst. Proj. Br. Engr. Astoria

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F2:6

FORM 2433
RECEIVED
COMMISSIONERS
GUSTIN MYERS, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WALDPORT
DAVID B. SIMPSON, MEMBER
PORTLAND
MAY 20 1966
FOR FILING
6411

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 18, 1966

Dusenbery, Martin, Beatty, Parks
and Templeton
Attorneys at Law
1107 Standard Plaza
Portland, Oregon 97204

Attention: Mr. Richard L. Biggs

Gentlemen:

This will acknowledge receipt of your letter of May 12 and attached Notice of Claim, addressed to Hon. Tom McCall, stating that Brookfield Readymix owes Clyde Equipment Company $650 for equipment, machinery parts and services.

The claim states this is in reference to the following state highway contracts:

Contract No. 6268
United States Steel Corporation
Steel Superstructure on Columbia River Bridge
Oregon Coast Highway in Clatsop County
Surety: Federal Insurance Company
Agent: Marsh & McLennan-Cosgrove & Co., Inc.
Equitable Building, Portland 4, Oregon

Contract No. 6499
Pacific Concrete Co., an Oregon Corp.
Structure, grading, paving, toll collection facilities and signing
Astoria Approach Interstate Bridge Section
Oregon Coast Highway in Clatsop County
Surety: Glens Falls Insurance Company
Agent: James E. Schram and Company
Woodlark Building, Portland 5, Oregon

FILED
C. W. HEAD

Claim File No 4169 - Contract No 6268

FILED
MAY 19 1966
TOM McCALL
SECRETARY OF STATE

Claim File No 4170 - Contract No 6499

RECEIVED
MAY 19 1966
TOM McCALL
SECRETARY OF STATE

Filed on card
yes

We will advise the sureties and agents of the receipt of this claim and we will also send it to the Secretary of State for filing.

Please let us know when this claim has been paid, so that we can clear our records.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Federal Insurance Company
Marsh & McLennan-Cosgrove & Co., Inc.
U.S. Steel Corporation
Glens Falls Insurance Company
James E. Schram & Co.
Pacific Concrete Co., an Ore. Corp.
Hon. Tom McCall
Glenn L. Jackson
David B. Simpson

Mr. McCall - Please acknowledge receipt of attached claim on the enclosed copy of this letter.

NOTICE OF CLAIM -- STATE PUBLIC WORKS BOND

TO: Honorable Tom McCall
Secretary of State
121 State Capitol
Salem, Oregon

Notice hereby is given that the undersigned Clyde Equipment Company, a Maine corporation, has a claim for equipment and machinery parts and services in the sum of $650.00 against the bonds taken from United States Steel Corporation, 309 S.W. Sixth Avenue, Portland, Oregon, principal, and Federal Insurance Company, surety, and from Pacific Concrete Company, principal, and Glens Falls Insurance Company, surety, for the work of Brookfield Readymix, 1 - 32nd Street, Astoria, Oregon, upon Contract #6499 for the Astoria approach to Columbia River Bridge at Astoria, Oregon, and upon Contract #6268 for the steel superstructure of the Columbia River Bridge at Astoria, Oregon.

DATED: This 4 day of May, 1966.

CLYDE EQUIPMENT COMPANY,
a Maine corporation,

BY: _____
1631 N.W. Thurman Street
Portland 9, Oregon

F-115(-6)

RECEIVED
MAY 6 1966
RECEIVED
FOR FILING
APR 28 1966
OFFICE OF
DIVISION ENGINEER
NO. 2
6499

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Astoria, Oregon
April 27, 1966

To: Mr. R.D. Asburry
Division Engineer
Salem, Oregon

SUBJECT: Columbia River Bridge at Astoria
Astoria Approach
Contract No. 6499
Bridge No. 7949
Addition to toll canopy

Enclosed for your use please find one set of prints showing the details I have drawn up for the addition to the toll canopy on the subject project. These details are not complete and the additional details necessary will be decided upon between Mr. Malone, foreman for the extra gang crew doing the work, and myself as the work progresses.

R.W. Ellison
Project Bridge Engineer

RWE:dhb

cc: file

NOTED
JOHN EDWARDS

NOTED
R. D. ASBURRY

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
J. G. CANNED

RECEIVED
MAY 5 - 1966
FOR FILING

6499

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

April 26, 1966

SUBJECT:

To:

Mr. Geo. J. Vorschingel
Superintendent
Pacific Concrete Co.
P. O. Box 7648
Portland, Oregon 97220

Subject: Astoria Approach
Interstate Bridge
Contract No. 6499

Dear Sir:

In regard to your letter of April 11th, the Highway Commission has now established toll rates for the subject bridge. These rates, corresponding to vehicle classifications set out on page 162 of the special provisions, are as follows:

Classification	Toll
1	$1.50
2	2.00
3	2.25
4	1.50
5	2.00
6	3.00
7	3.75
8	4.50
9	5.25
10	6.00
11	1.00

Please relay this information to the toll equipment manufacturer in order that they may prepare the stenciled legends for the patrons' fare indicators.

Very truly yours,

MOTOR
TOM EDWARDS

Ivan D. Merchant
Bridge Engineer

DSB:mb
cc: Tom Edwards
Ray Asburry

RECEIVED
FEB 3 1966
OFFICE OF
CHIEF ENGINEER

BPR
INFORMATIONAL COPY 2-10-66
State only

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

G-9

APPLYING TO CONTRACT PROJECTS Order No. 8

Project Name Columbia River Bridge @ Astoria
Astoria Approach Date 2 Feb. 1966, 19

Highway U.S. 101 Contract No. 6499 F. A. Project No. F-115(20)
State only

County Clatsop Prefix 4-1099 Account No. 252 - 08

JAH

Description of Work To Be Done:

Place Class "B" asphaltic concrete paving in parking and driving areas around Astoria Office Building.

Location by Station Numbers:

Astoria Office Building Station 340 + 50 to 343 + 00 (Marine Drive Widening Stations)

Estimate of Quantities and Costs:

Class "B" asphaltic concrete ——— 500 ton @ $10.00 ——— $5,000.00

Explanation:

This work was not included in any existing contract and is to be done by State Forces to expedite occupancy of the building.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$1,332,930.21 37
Present estimate of project cost, including $5,000.00 for work under this order	$300,451.21
Expected under-run (amount)	$ 32,479.16
Expected under-run (per cent)	2.1%

Space to right of this line is for use of Salem Office

Submitted by: R.W. Ellison
Resident Engineer
R.W. Ellison, Proj. Br. Engr.

Approval Recommended: R.D. Adams
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved: K.Z. Morgan
NOTED TOM EDWARDS
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
FEB 14 1966
Port Hland

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required
Date 1966-P W. E. Bennett
Div. Engineer
U.S. Bureau of Public Roads

F-115(20)

14499

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Astoria Approach Interstate Bridge at Astoria — Date 17 January 19 66

Highway US 101 — Contract No. 6499

County Clatsop — Prefix 4-1099

Contractor Pacific Concrete Company — F. A. Project No. F-115(20)

Address P. O. Box 7648, Portland, Oregon — Order No. 2 Supplement #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Additional work necessary to give access to adjacent property equal to original access. This involves construction of concrete walk to curb, hand rails and support of walkways between building and street. Work has been completed.

Location by station numbers:

L 346 + 11.5 to L 346 + 84.5

L 348+08 to L 348 + 75

Group 1 - 4 lane

Estimate of quantities and cost:

Total Expended - - - - - - - $2,600.00

This amount includes $972.75 which was est. on EWO #@2, written June 15, 1965.

Item	Original	Supplement #1
Labor	$ 401.50	$ 798.50
Equip.	- -	100.00
Material	571.25	728.75
Total	$ 972.75	$1,627.25

Total $2,600.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This additional work was verbally approved on Nov. 17, 1965 by the Div. Engr.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,332,930.37	
Present estimate of project cost, including $1,627.25 for work under this order	$1,317,173.16	
Expected under-run ~~EXCESS~~ amount	$15,757.21	
Expected under-run ~~EXCESS~~ per cent		

Submitted by: R. W. Ellison Proj. Br. Engr. By /s/Wm. W. Ballinger — Resident Engineer

Web W. Ballinger Asst.Proj.Br. Engr.

Approval Recommended: /s/ R. D. Asburry — Division Engineer

Approval Recommended: /s/ Alfred A. Rear — Asst. Construction Engineer or Bridge Engineer

Approved /s/ L. H Young — ~~Deputy State Highway Engineer~~ ~~Assistant State Highway Engineer~~ Office Engineer.

State Printing

2-11-66

RECEIVED
JAN 24 1966

FORM 2-30 50M 3-65 SP°6470-724

4-1099

FOR FILING
F-115 (50)
6499

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 14, 1966

SUBJECT: Astoria Approach Interstate Bridge
Oregon Coast Highway
Contract No. 6499

To: Mr. Tom Edwards
Assistant State Highway Engineer
D e p a r t m e n t

The report of "inspection-in-depth" of the subject project has been reviewed by this office in the field office. Attached is a copy of a report from the Project Bridge Engineer regarding his findings and actions being taken by him in this matter.

It appears that the major "crime" in this case is the lack of documentation by the field crew. The need of proper documentation has been forcefully expressed to the present engineers on this project, also to the engineer who at one time had this project.

At the present time some of the "missing" data has been found and is being properly documented either on the documents themselves or affidavits being made. Further work is being done in searching the files and interpreting old notes to obtain the necessary data so the field notes will support all items of payment to the contractor.

Closer supervision should be and will be maintained by this office in seeing that the field notes, et cetera, are properly maintained on such projects.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:am
cc Ivan Merchant
L. H. Young
R. W. Ellison

RECEIVED
JAN 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

Resolution of findings
BPR inspection in depth report

Columbia River Bridge @ Astoria
Contract no. 6499
Oregon Approach

From page 2, Findings and Recommendations.

Item (1)
In cases where field diaries were poorly identified of lacking signatures, the necessary identification is being added, and the person who made the notes will sign each page. Personnel is being instructed as to proper note keeping proceedure.

Item (2)
Where field books for structural excavation, treated timber piles and steel piles are not up to the usual State standards they are being completed by filling in blank spaces. In most cases this is a matter of making computations from the data that has been recorded. Personnel involved are being breifed as to usual State standards.

Item (3)
Where formal records showing extent of structural excavation work do not exist, personnel involved will sign certifications as to the actual extent of this work. Original ground elevations are available to work from. Personnel involved are being instructed as to usual proceedure regarding documentation of structural excavation.

Item (4)
Where piling have been accepted on basis of "freeze" and notes are not clear as to this fact, notes will be clarified by adding specified wording.

Personnel are being advised of the necessity of documenting acceptance of piling on the basis of freeze tests. Contrary to the implications of the BPR, acceptance of piles on the basis of freeze tests has been a standard practice with the State of Oregon.

Item (5)
Lab reports and inspection reports to cover 271 timber piles have been located. This covers the 270 required for the project plus one broken pile. In the case where the cut off from a pile was driven in place of a full pile, the full length pile will be placed in our maintenance yard or if it is not available it will be deleted from the contractors payments.

Item (6)
A study is being made from the steel pile driving field books, the inventory of remaining piles and Pittsburg Test Laboratory reports in order to determine as far as possible the total quantity in lineal feet , and total pieces received on the project. When this is complete the contractor will be required to weld piles togeather so as to provide

the proper length cutoffs had order length piles been used.

Item (7)

The cut off in excess of 20 feet remaining, along with the 50 foot piece recently used temporarily as a brace at bent 197, will be taken to the storage yard and credited after the welding refured to in item (6) is completed.

Detailed Report of Inspection (page 4 or report):

Item 3, Project Records:

Personnel remaining on the project after take over by the new resident engineer have been instructed as to necessary project documentation and identification of some notes now being made by these people are subject to periodic inspection for proper completion by the resident engineer.

Item 4, Structural Excavation:

Structural excavation notes for the retaining wall have been properly identified and personnel responsible for taking the original notes have been instructed in proper methods of note keeping.

Persons responsible for projects at the time these notes were taken will be asked to make certification as to elevation of bottom of excavation. This will become part of the perminant records.

Relative to structural excavation for bridge footings, where footings were founded at other than plan elevations sufficient documentation to cover these instances has been located. Where footings were founded at plan elevations no documentation was made, however, certification as to conformity to plan elevation will be made by personnel invalved.

Instructins as to proper, necessary, and complete documentation of structural excavation has been issued to all personnel involved.

Contrary to figures quoted by the BPR, the contractor has been paid for only 1160 cu. yd. of structural excavation (BPR shows 1280). It is anticipated that this is less than the final quantity for which the contractor will be paid.

Item 5, Timber Piles:

Personnel involved in driving the timber piles for the retaining wall have been apprised of the importance of keeping proper and adequate pile driving notes.

The notes covering treated timber piles for the retaining wall are

being completed on the basis of information recorded at the time of driving.

Relative to the number of treated timber piles furnished see explanation under iten 5 of "Findings and Recommendations"

Item 6, Steel piles:

Personnel involved in driving the steel piles for the bridge structure have been instructed in adequate note keeping in accord with usual State standards. The necessity of completing the notes at the time of driving has been stressed.

The notes for these steel piles are being completed on the basis of emformation recorded at the time of driving.

Steel pile material records certifying the acceptability of the piles have been located, and properly filed.

Relitive to payment of steel piles see item 6 of "Findings and Recommendations".

R.W. Ellison

R.W. Ellison
Proj. Br. Engr.

F-115(20) Astoria App. Inters. Br. Sec., 1964
Oregon Coast Hwy. (Struct., Grad.,
#6499 Pav., etc. Folder # 1

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Messrs. Klaboe and Edwards

DATE: December 20, 1965

In reply refer to: 08-35.6

FROM : A. M. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Inspection-in-Depth
Report No. 35-65-EID-31

Transmitted herewith is an Inspection-in-Depth Report covering a recent inspection of the Astoria Approach of the Interstate Bridge Section of the Oregon Coast Highway, Oregon Project F-115(20).

This inspection revealed numerous inadequacies, particularly in the area of source document records. These inadequacies have resulted in field books which are very difficult to interpret and the apparent overpayment on several items. No serious defects were found in the physical construction of this project which was expected to be very difficult.

You are requested to advise this office of remedial actions taken or contemplated in connection with the deficiencies noted in the report.

Enclosure

RECEIVED
DEC 22 1965
OFFICE OF

12-23-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

REC'D
NOV 3 1965
OR PLANS

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon qualification of project agmt G1-P [illegible] funds are [illegible]
Date NOV 15 1965 W E Mustin Dist. Engineer

Project Name Astoria Approach Interstate Bridge Date Nov. 18 1965
Highway Oregon Coast US 101 Contract No. 6499
County Clatsop Prefix 4-1099
Contractor Pacific Concrete Company F. A. Project No. F-115(20)
Address P. O. Box 7648, Portland, Oregon Order No. 6

U.S. Bureau of Public Roads

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove earth from additional slide area in preparation for loose riprap.

Work started on 18 November 1965

Location by station numbers:

340+50 to 341+75 left

Group 1, 4 lane.

Estimate of quantities and cost:

Labor:

1 operator 10 hr. @ 4.67	46.70	
2 truck drivers 10 hr. each @ 4.08	81.60	
Foreman	50.00	
Subtotal	178.30	Total $538.30

(See other side of this sheet)

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Slides in the area between the stations indicated have occurred which make it necessary to protect the hillside from further deterioration.

(OVER)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the district engineer and one to the resident engineer.

Project authorization	$1,332,930.27
Present estimate of project cost, including $538.30 for work under this order	$1,322,981.17
Expected under-run amount	$9,949.10
Expected under-run per cent	0.75

Space to right of this line is for use of Salem Office

[illegible], Proj. Br. Engr.
/s/ Robt W. Ballinger
Robt W. Ballinger, Asst. Resident Engineer
Proj. Br. Engr.

Approval Recommended: /s/ R. D. Asburry
Division Engineer

Approval Recommended: /s/ Alfred A. Rear
Construction Engineer or Asst. Bridge Engineer

Approved /s/ L H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Jenny 12-21-65

Estimate of quantities and cost: (continued)

Labor: Subtotal $178.30

Equipment:

1 loader 10 hr. @14.00	$140.00
2 10 c.y. dump trucks 10 hr. ea. @ 11.00. . . .	220.00
Subtotal	$360.00

Material:

None	0.00
Subtotal	0.00
Total	$538.30

RECEIVED
DEC 2 1965
OREGON DIVISION

RECEIVED
DEC 22 1965
FOR FILE
F-115(20)
6499

STATE OF

APPROVED
Contingent upon ... project agreement ... funds are ...
Date NOV 15 1965
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Astoria Approach Interstate Bridge Date November 15, 1965

Highway Oregon Coast, U.S. 101 Contract No. 6499

County Clatsop Prefix 4-1099

Contractor Pacific Concrete Company F. A. Project No. F-115(20)

Address P. O. Box 7648, Portland, Oregon Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct concrete steps with pipe handrail and rock pathway at Station 354.15.
Construct concrete steps at sidewalk Station 354.98.
Construct concrete steps at sidewalk Station 355.70.
Work was started November 15, 1965.

Location by station numbers:

See above.

Estimate of quantities and cost:

Labor	$300.00
Equipment Rental	150.00
Materials	150.00
Total	$600.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work is necessary to restore proper access to Marine Drive for individual properties. Mr. R. D. Asburry has given previous verbal approval.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident

		Space to right of this line is for use of Salem Office
Project authorization	$1,332,930.27	
Present estimate of project cost, including $600.00 for work under this order	$1,322,442.87	
Expected under-run amount	$ 10,487.40	
Expected under-run per cent	0.8%	

...n, Project Bridge Engineer

...: /s/ Ned W. Ballinger
...linger, Asst. Proj. Br. Engr. Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
Asst. Bridge Engineer

...proval Recommended: /s/ R. D. Asburry
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer
Office Engineer.

...e Printing

Approved 12-21-65

RECEIVED
NOV 16 1965
FOR FILING

PACIFIC CONCRETE COMPANY

GENERAL CONTRACTORS

P.O. Box 7648
Portland, Oregon 97220

10401 N. E. Marx Street
ALpine 4-7315

6411

October 12, 1965

REFERRED TO
admin
BY DEPUTY

Oregon State Highway Department
Salem, Oregon

Re: Contract 6499
Astoria Approach - Interstate Bridge

Gentlemen:

Our concrete supplier, Brookfield Ready Mix, No. 1 - 32nd Street, Astoria, Oregon, has requested permission to use Permanente cement instead of Calaveras.

Your early approval of this would be appreciated.

Yours truly,

PACIFIC CONCRETE COMPANY

George J. Verschingel
General Superintendent

GJV:om

Orig to Merchant
Copy to Edwards
10-13-65

RECEIVED
OCT 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 1 _ 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 17 1965
FOR FILING

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 23 1965 /s/ W. E. Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Form E-300—4M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Astoria Approach Interstate Bridge Date October 5, 1965

Highway US 101 Oregon Coast Contract No. 6499

County Clatsop Prefix 4-1099

Contractor Pacific Concrete Company F. A. Project No. F-115(20)

Address P. O. Box 7648 Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct additional pile foundations, etc., to compensate for movement of Bent 197 after original construction. Re-excavation commenced on October 4, 1965.

Location by station numbers:

331+24.00

Estimate of quantities and cost:

Equipment, rental	$1,500.00
Labor	1,800.00
Shoring & Cribbing	3,100.00
	$6,400.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Upon completion of placing riprap around Pier 197 displacement of the pier was detected, necessitating this additional work which will compensate for the displacement and prevent further displacement.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,332,930.37
Present estimate of project cost, including $6,400.00 for work under this order	$1,323,756.72
Expected under-run / over-run amount	$9,173.55
Expected under-run / over-run per cent	0.7%

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. W. Ellison, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ R. D. Asburry, Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing 11-17-65

FORM E-123

RECEIVED
NOV 1 - 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. PRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

E-11.1 (20)

6499-1

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

September 24, 1965

Astoria Approach to
Interstate Bridge
Contract 6499

Otis P. Jordan Jr.
Pacific Concrete Co.
10401 N.E. Marx St.
Portland, Oregon

Dear Mr. Jordan:

This letter will acknowledge receipt of your telegram dated September 24, 1965 which has been forwarded to our Division Engineer, Mr. Ray Asburry, for whatever action he determines to be appropriate.

I must call your attention to several points brought out in your telegram;

1. The repair work ordered was repositioning of pier 197 and not the repair of the small and insignificant crack which Mr. Vanderbeldt's superintendent showed our inspector, Mr. Howard Neilson.

2. The order to stop work was issued by you and the Oregon State Highway Department had no part in issuing such an order nor any responsibility for the consequences of such an order.

3. Your own order to stop work in this area undoubtedly will cause you financialllosses as the completion of pier 197 is a link in the orderly progress of placing prestressed beams and subsequent removal or alteration of your work trestle so that the drainage trench can be constructed prior to November 1.

I recognize that there must be a difference of opinion as to the cause of the damage to the work which must be repaired. If you carefully check the specifications you will find contractual procedures for taking care of such disputes. Ordering the work stopped while awaiting the State to agree to pay the cost of the work regardless of the fault is not listed as a procedure to settle such disputes.

NOTED
TOM EDWARDS

We will consider your telegram as a notice that a dispute exists and accurate costs will be kept so that proper compensation can be made when the dispute has been resolved.

Very truly yours,

Ivan D. Merchant,
Bridge Engineer

By

Alfred A. Roar
Assistant Bridge Engineer

cc

R. W. Ellison
R. D. Asburry
C. Rohde
Tom Edwards

RECEIVED
SEP 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

CLASS OF SERVICE
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1201 (4-60)

SYMBOLS
DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

PRA115

PR LLJ274 PD 1 EXTRA=PORTLAND ORG 24 NFT 1965 SEP 24 PM 2 56

:IVAN MERCHANT=
STATE HIGHWAY DEPT SALEM ORG=

=FOLLOWING IS COPY OF WIRE SENT OREGON STATE HIGHWAY DEPARTMENT, ASTORIA, OREGON: '

¶ "REFERENCE ASTORIA APPROACH INTERSTATE BRIDGE CONTRACT #6499. CONCERNING THE ABOVE PROJECT IT HAS COME TO MY ATTENTION THAT YOU HAVE REQUESTED US TO REPAIR BENT #197.

¶ THE DAMAGE WAS CAUSED AS A RESULT OF SLIDE ACTION IN THIS AREA. YOUR INSPECTOR MR HOWARD NEILSON HAS

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

CLASS OF SERVICE
...is is a fast message ...ss deferred char... ...dicated by the ...er symbol.

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1201 (4-60)

SYMBOLS
DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

1965 SEP 24 PM 2 56

ACKNOWLEDGED BEING SHOWN THE DAMAGES BY MR VANDERBELDT'S SUPERINTENDENT PRIOR TO HIS FIRM PLACING RIPRAP. I HAVE ORDERED ALL WORK STOPPED IN THIS AREA UNTIL YOU ACKNOWLEDGE AGREEMENT TO PAY FOR SAME. PLEASE BE ADVISED THIS AREA IS CRITICAL SINCE NO WORK CAN BE PERFORMED WITH EQUIPMENT AFTER NOVEMBER 1 1965.

¶ ANY AND ALL DELAY AND OR DAMAGES CAUSED BY YOUR ACT OR INDECISION WILL BE CONSIDERED DAMAGING TO US AND WE HEREBY SERVE NOTICE OF THESE FACTORS=

PACIFIC CONCRETE CO OTIS P JORDAN JR PRESIDENT=.

RECEIVED
JUL 28 1965
FOR FILING

E-115 (20)

6U99

July 27, 1965

The Honorable Daniel A. Thiel
State Senator
2625 Irving Avenue
Astoria, Oregon

Dear Senator Thiel:

Since your visit to this office on July 23, Right of Way Engineer D. H. Moehring has looked into the Palo matter in Astoria and a copy of his report is attached.

It is apparent that State funds, with no Federal-aid, were used to purchase Mr. Palo's house and because of this, moving expense money was not available. This is a situation where the Federal government will participate only in the necessary right-of-way and if excess property is purchased, it must be done without the benefit of Federal reimbursement.

If there is anything about the above that needs amplification, please let us know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ma
att.
cc Mr. Forrest Cooper
Mr. Victor D. Wolfe
Mr. R. B. Sipprell

FORM E-90 50M 9-62 43906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1965

SUBJECT: File No. 34439 - Palo

To: Mr. R. L. Porter
Deputy State Highway Engineer

ADMINISTRATION

This will respond to your telephone call this afternoon concerning the acquisition from Mr. Wayne W. Palo on the Astoria Bridge Approach project.

On August 14, 1962, Mr. Palo signed an option on 2,950 square feet of his property in Astoria. This taking was for land only, and the option was approved by the Highway Commission at its meeting on November 20, 1962. On November 27, 1962, Mr. Palo was advised that the Highway Commission had accepted his option and a Warranty Deed form was enclosed with the letter for Mr. Palo's signature.

Subsequent to November of 1962, a number of letters were written to Mr. Palo requesting that he execute the deed instrument and return it to our office so that his name might be put in line for payment. Mr. Palo refused to return the executed Deed as he felt that we should acquire his remaining property, including a house.

In November of 1964, a letter was received from Mr. Anderson of the law firm of Anderson, Fulton, and Fulton of Astoria. Mr. Anderson asked that we acquire the remainder of Mr. Palo's property, and after a short negotiation between Mr. Anderson and Attorney Kuhn of this Department, a deed was prepared for an entire taking of Mr. Palo's property; and the Deed instrument was executed by Mr. and Mrs. Palo on February 26, 1965. Payment was made to Mr. Palo shortly thereafter. The remainder of Mr. Palo's property was not required for the project, and was acquired only to bring about a settlement in the matter. State funds only,were involved in the remainder acquisition.

The matter of the payment of moving costs to Mr. Palo for the moving of his personal property was mentioned by Mr. Anderson in a letter addressed to Attorney Kuhn of this office on January 14, 1965. Mr. Kuhn advised Mr. Anderson in a letter dated February 4, 1965, that moving expenses could not be authorized as such funds could only be expended where Federal participation was involved. In this particular case, Mr. Palo's house was acquired with State funds.

Our State law on the payment of funds for private residential moving was changed by the last Legislature so that after April 20, 1965, we can pay a moving allowance on acquisitions where only State funds are involved.

G. E. ROHDE
Chief Counsel

By D. H. Moehring

D. H. Moehring
Right of Way Engineer

DHM:hm:sm
cc: G. E. Rohde

RECEIVED
JUL 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. I. D. Merchant

July 23, 1965

F-115 (20)

Astoria Office Building

6499

Approved plan calls for floor area of 5834.00 Sq. Ft. on pile foundation.

Estimated cost including exterior planters and lobby features $96,010.00
10% Contingencies [illegible]
$105,610.00
Say - $108,000.00

Estimate does not include landscaping, walks, pavement, signs etc.

Budget per your letter of June 17, 1965, is $113,450.00

Net credit by eliminating toll collection building estimated at $6500.00 (Not deducted in above estimate).

Carl Schneider

CCS:smd

RECEIVED
JUL 23 1965

FOR FILING
F-115(20)
6497

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Astoria, Oregon
19 July 1965

SUBJECT: Columbia River Bridge at Astoria
Astoria Approach
Bridge No. 7949
Contract 6499
Additional FILL material

To: Mr. I. D. Merchant
Bridge Engineer
Salem, Oregon

Cross sections taken in the area of proposed location of the new office building (inside the loop of the Astoria Approach) indicate that approximately 7,000 cu. yds. of additional fill material will be required to bring the area to grade.

Approximately 1,500 cu. yds. of excavated material will become available when the perforated drain is installed along the line of the approach structure. If the fill for the building can be delayed until this excavated material is available it will be necessary to aquire only 5,500 cu. yds. of additional material, otherwise the full 7,000 cu. yds. will be required.

R. W. Ellison

R. W. Ellison
Project Bridge Engineer

RWE:her
cc: A.A. Rear
R.D. Asburry
W.W. Ballinger

MAILED
TOM EDWARDS

RECEIVED
JUL 12 1965
FORM B-60 SDM 3-65 SP*6670-734
FOR FILING

F-115(20)

6499

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 7, 1965

SUBJECT:

To: Mr. Tom Edwards
Ass't. State Highway Engineer

B U I L D I N G

Property Management reports that the duplex building formerly occupied by George Danforth was sold for $200 with a deposit of $300 to insure moving or wrecking.

No sale on the other buildings.

Division Engineer was advised to dispose of the other buildings by some other method.

A. A. Rear
Ass't. Bridge Engineer

AAR:ja

NOTED
TOM EDWARDS

RECEIVED
JUL 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 7 - 1965
FOR FILING
F-115(20)
6499

FORM 6410-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1965

To: Mr. R. W. Ellison
Project Bridge Engineer
Oregon State Highway Department
Box 686
Astoria, Oregon

SUBJECT: File Nos. 37900, 37899, 34439, 34474 and 34471
Astoria Approach, Interstate Bridge
Oregon Coast Highway
Contract No. 6499

As you know, we have tried to sell the buildings remaining on the properties acquired under the subject file numbers but have been unsuccessful. As these buildings have to be removed for completion of the project, will you please contact your contractor and see if you can not work out some kind of an agreement with him whereby he will dispose of these buildings so that they will not be in the way of construction of this project.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:am
cc Tom Edwards
Ivan Merchant
F. D. Morgan
D. H. Moehring

RECEIVED
JUL 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 30 1965
FOR FILING

F-115(24)
6477

June 29, 1965

Palmberg Construction Co.
P. O. Box 991
Astoria, Oregon 97103

Gentlemen:

Thank you for your letter of June 21, informing us that you have received payment from Pacific Concrete Company in the amount of $553 for equipment rental.

Your letter states that this is in reference to the Pacific Concrete Company, an Oregon Corporation Contract No. 6477 for structure, grading, paving, toll collection facilities, and signing on the Astoria Approach Interstate Bridge Section of the Oregon Coast Highway in Clatsop County.

This information will be noted in our records and we will advise the surety and the contractor of the receipt of your letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWE:ge

cc Glens Falls Insurance Company
James K. Behrens & Co.
Pacific Concrete Co., & Otis P. Jordan, Jr.
Glenn L. Jackson
David B. Simpson

NOTED ON CARD
M. C. 6-24-65

PALMBERG CONSTRUCTION CO.
ENGINEERS AND CONSTRUCTORS
DREDGING • GENERAL • PILEDRIVING
P. O. BOX 991 PHONE 325-1831
ASTORIA, OREGON, 97103

June 21, 1965

State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: Floyd Query, Secretary

Dear Sir:

This is to advise that Pacific Concrete Co. sent us a check June 15, 1965, in payment of $553 for equipment rentals in connection with Contract No. 6499 for structure, grading, etc., on the Astoria Approach Interstate Bridge Section of the Oregon Coast Highway in Clatsop County. This information is provided so that you may clear your records as requested in your letter of June 2, 1965.

Very truly yours,

PALMBERG CONSTRUCTION CO.

By H. P. Jacob
H. P. Jacob, Secretary

cc Glens Falls Insurance Company
Pacific Concrete Co., an Oreg. Corp.

Ck please advise
7G

NOTED
C. W. HEAD

RECEIVED

Form P-[illegible]

F-115(20)

6499

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project [illegible] additional funds [illegible].
Date [illegible]
Title [illegible]
U.S. Bureau of Public Roads

Project Name Astoria Approach Interstate Bridge Date, June 15, 1965

Highway Oregon Coast Contract No. 6499

County Clatsop Prefix 4-1099

Contractor Pacific Concrete Company F. A. Project No. F-115(20)

Address P.O. Box 7648, Portland, Oregon Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Extra work involved with the added retaining walls which have been added to this contract. Work will involve removal and replacement or temporary support of walks and/or stairs to building adjacent to these retaining walls and moving a water pipe to clear a footing line.

No work has been done on this to date.

1. Maximum equipment rental rates allowable as per A.G.C. agreement.
2. Percentage allowed contractor is in accordance with executed contract for the job.

Location by station numbers:

L 346+11.5 to 346+84.5 and L 348+08 to 348+73

Estimate of quantities and cost:

750 bd ft. lumber (2x4, 2x12, 4x4, 4x6, 4x8) at $95.00/ M-FBM
Labor, 50 man-hours laborer at $3.00/hr.
50 man-hours carpentor at $4.43/hr.
Shoring & Cribbing (if needed), probably not over $500.00

Explanation: (Explain here the circumstances which make this work to be classed as "extra work")

These walls were not included on the original contract and the work herein is not covered by contract items.

Group 1 4-lane section

INSTRUCTIONS. A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send two copies to the contractor, one to the division engineer and one to the resident engineer.

Project authorization		$1,332,930.37
Previous estimate of project cost, including $72.75 for work under this order		$1,332,930.37
Estimated cost of this extra work order	amount	$ 0.00
	per cent	0%

Submitted by George Danforth, Engineer

Approval Recommended: [illegible], Construction Engineer

Approval Recommended: [illegible], Engineer

Approved: [illegible], Assistant State Highway Engineer

State Printing Dept 34550

Form A-[illegible]

FOR FILING
[illegible]
6499

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

APPROVED
Contingent upon modification of project or [illegible] additional funds [illegible].
Date [illegible]
[illegible]
U.S. Bureau of Public Roads

Project Name Astoria Approach Interstate Bridge — Date June 15, 1965

Highway Oregon Coast — Contract No. 6499

County Clatsop — Prefix 4-1099

Contractor Pacific Concrete Company — F. A. Project No. F-115(20)

Address P.O. Box 7648, Portland, Oregon — Price Agreement No. 2

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Construct additional retaining walls, not included in the orriginal contract. No work has been done on this to date.

Locations by station numbers: L 346+11.5 to 346+84.5 and L 348+08 to 348+73
Group 1 4-lane Section

Names of pay items, estimated quantities and agreed prices: The work involved in these retaining walls will be performed where applicable at the unit prices bid under items 17-Structural Excavation, 18-Structural Excavation Below Elevation Shown, 21- Class "A" Concrete, and 22-Metal Reinforcement. Other items to be performed as extra work.

Item #17	250 cu.yds. at $3.00/cu yd	= $ 750.00
Item #18	10 cu. yds. at $4.00/cu yd	= $ 40.00
Item #21	62.42 cu. yds. at $60.00/cu dy	= $ 3,745.33
Item #22	7921 lbs. at $0.15/lb	= $ 1,188.15
	Total	$ 5,723.48

Specifications, basis of measurement and other provisions:

All in accordance with the specifications for this contract.
Group 1 4-lane Section

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	1,332,930.37	
Present estimate of project cost, including $5,723.48 for work under this order	1,332,930.37	
Expected under-run / over-run (amount)	$ 0.00	
Expected under-run / over-run (per cent)	0%	

Submitted by: George Danforth — Resident Engineer

Approval Recommended: [illegible] — Division Engineer

Approval Recommended: [illegible] — Construction Engineer or Bridge Engineer

Signed [illegible] — Contractor

Approved [illegible] — Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

State Printing [illegible]

FORM E-123X 60M 12-63

COMMISSIONERS
GLENN O. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
JUN 17 1965
PORTLAND

F-115(20)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
June 15, 1965

Spokane, Portland & Seattle Railway Company
1101 N. W. Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. F. Moy

Re: Revision of Kingston Avenue
Astoria Approach to Interstate Bridge Section
Oregon Coast Highway
Clatsop County
Project No. F-115(20) - Contract No. 6499

Gentlemen:

This is in reply to your letter of May 21, 1965 and subsequent telephone conversations concerning the proposed revision of Kingston Avenue in Astoria.

The State and the City have discussed this problem and have decided to move the centerline of Kingston Avenue 5 feet closer to your tracks rather than 7 feet, as originally proposed in our May 14 letter. This will allow construction of this street and sidewalk without encroaching on your property. Attached you will find two copies of a sketch map (1"=50') on which this proposal is shown.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm
Attachment

cc: F. B. Klaboe (w/attach.)
I. D. Merchant "
R. D. Asburry "
George Danforth "
F. W. Sugnet "

RECEIVED
JUN 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

CITY OF ASTORIA OREGON

FOUNDED · 1811

OFFICE OF THE CITY MANAGER

June 8, 1965

RECEIVED
JUN - 9 1965
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Mr. R. D. Asburry
Division Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Asburry:

The city council at an informal meeting after the regular council meeting on June 7, 1965 authorized me to request that the new re-located Kingston Avenue on the north side of the SP&S railroad tracks be moved five feet closer to the SP&S right of way and that the curb and sidewalk be cut back from Station 5 + 35 to Station 5 + 25. Since you attended this informal session of the council I think you have a good understanding of the problems involved.

I sincerely hope this will be our final communication regarding the relocation of this street and wish to thank you for your patience during these many meetings we have had regarding this particular street.

If you have any questions please do not hesitate to call upon me.

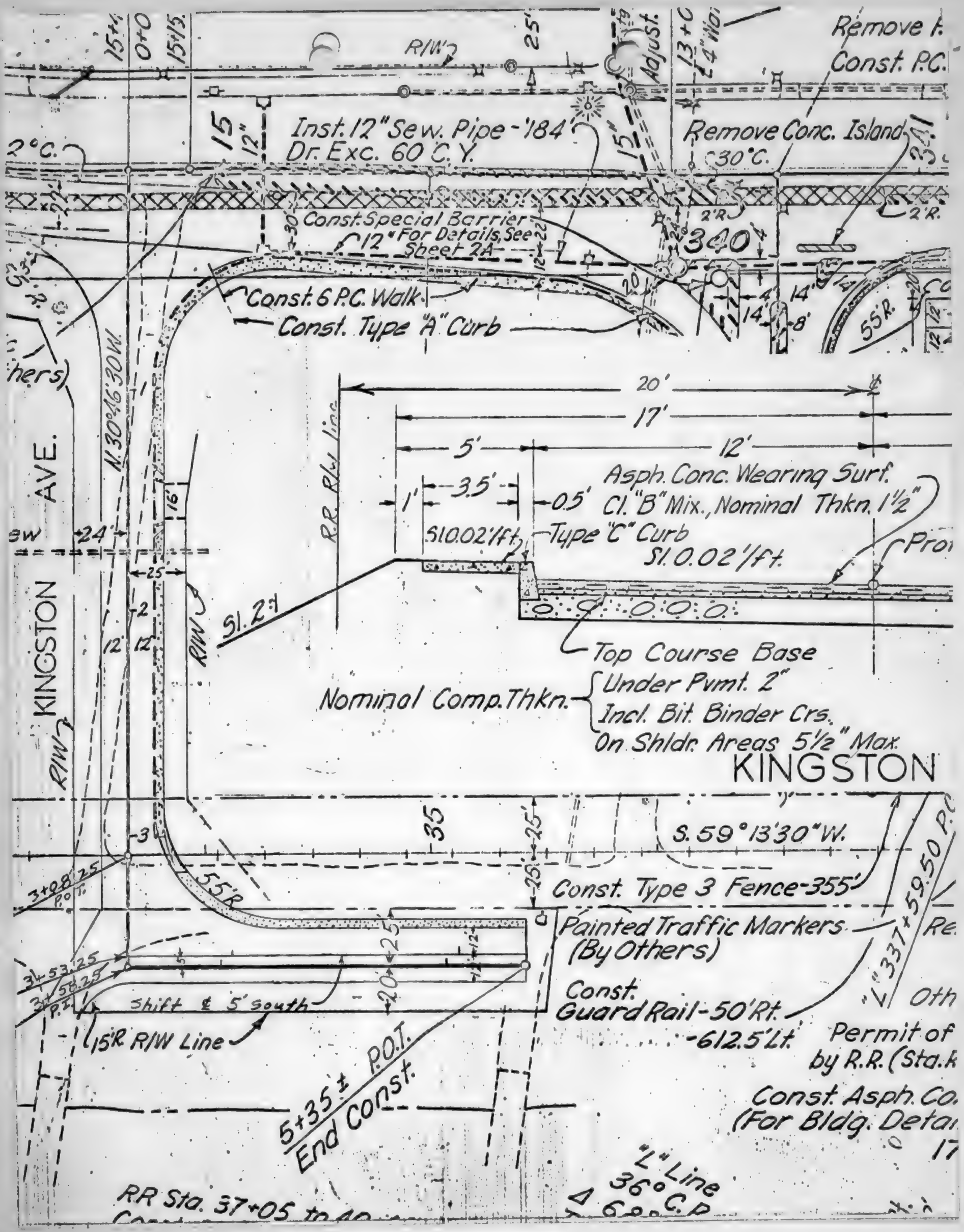
Sincerely,

Dale F. Curry

Dale F. Curry,
City Manager

DFC:emb
cc: Port of Astoria

NOTED
R. D. ASBURRY


15+41
0+0
15+15
R/W
25'
Adjust.
13+0
24" Wat
Remove P.
Const. P.C.
Inst. 12" Sew. Pipe - 184'
Dr. Exc. 60 C.Y.
15"
12"
15"
2°C.
30°C.
Remove Conc. Island
241
2'R.
Const. Special Barrier
12" For Details, See Sheet 2A
340'
Const. 6 P.C. Walk
Const. Type "A" Curb
14'
8'
55'R.
20'
17'
5'
12'
3.5'
1'
0.5'
Asph. Conc. Wearing Surf.
Cl. "B" Mix., Nominal Thkn. 1½"
S1.0.02'/ft.
Type "C" Curb
S1.0.02'/ft.
R.R. R/W Line
S1.2:1
Top Course Base
Nominal Comp. Thkn. { Under Pvmt. 2"
Incl. Bit. Binder Crs.
On Shldr. Areas 5½" Max.
KINGSTON AVE.
N. 30°16'30" W.
24'
16'
25'
12'
12'
R/W
KINGSTON
35
25'
S. 59°13'30" W.
Const. Type 3 Fence - 355'
55'R
3+08.25 P.O.T.
3+53.25
3+58.25 P.T.
Shift ℄ 5' south
20+25
Painted Traffic Markers
(By Others)
Const. Guard Rail - 50' Rt.
- 612.5' Lt.
15'R R/W Line
5+35 ± P.O.T.
End Const.
337+59.50
Permit of
by R.R. (Sta.
Const. Asph. Co.
(For Bldg. Deta
"L" Line
36° C.P
RR Sta. 37+05 to

FOR FILING

4-1099

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 10, 1965

NOTED R L PORTER

To: Memo to the Files

SUBJECT: Kingston Avenue Revision
Astoria Approach, Interstate Bridge
U. S. 101
Contract 6499

Monday evening, June 7, after the regular Council meeting of the Council of the City of Astoria, an informal meeting was held with them. Present besides the City Council were Representative Holmstrom and the undersigned.

During this meeting the City Council agreed to request the State Highway Department to move that portion of Kingston Avenue lying northerly of the S. P. & S. Railroad five feet southerly, or closer to the railroad track, rather than the seven feet as previously requested by Representative Holmstrom. City Manager Curry stated he would confirm this by letter in the very near future.

It is felt by the undersigned that by limiting this move to five feet and by lowering the grade as much as practical the street can be constructed without trespassing on railroad property. Resident Engineer Danforth was instructed to restake this street and construct accordingly.

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:AM
cc R. L. Porter
F. B. Klaboe
Ivan Merchant
Ted Litchfield
George Danforth

RECEIVED
JUN 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

CITY OF ASTORIA OREGON

FOUNDED · 1811

OFFICE OF THE CITY MANAGER

June 8, 1965

RECEIVED
JUN 9 1965
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Mr. R. D. Asburry
Division Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Asburry:

The city council at an informal meeting after the regular council meeting on June 7, 1965 authorized me to request that the new re-located Kingston Avenue on the north side of the SP&S railroad tracks be moved five feet closer to the SP&S right of way and that the curb and sidewalk be cut back from Station 5 + 35 to Station 5 + 25. Since you attended this informal session of the council I think you have a good understanding of the problems involved.

I sincerely hope this will be our final communication regarding the relocation of this street and wish to thank you for your patience during these many meetings we have had regarding this particular street.

If you have any questions please do not hesitate to call upon me.

Sincerely,

Dale F. Curry

Dale F. Curry,
City Manager

DFC:emb
cc: Port of Astoria

NOTED
R. D. ASBURRY

FORM E-122X 50M 9-64

RECEIVED
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID E. SIMPSON, MEMBER
PORTLAND

E-115(20)

6499

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 4, 1965

Pacific Concrete Company
10401 N.E. Marx
Portland, Oregon

Gentlemen:

Effective July 1, 1965, your Astoria Approach to the Interstate Bridge will be placed under the supervision of Mr. Robert W. Ellison who will relieve Mr. George Danforth.

Mr. Ellison's address is P.O. Box 686, Astoria, Oregon, and his telephone number is 325-6417.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

AAR:ja

cc: R.D. Asburry
R.W. Ellison
George Danforth
O.A. White
F.D. Morgan
Tom Edwards
F.B. Crandall
C.H. Maison
L.H. Young

NOTED
TOM EDWARDS

RECEIVED

RECEIVED
JUN 7 - 1965
FOR FILING

6499

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 4, 1965

To: Mr. D. H. Moehring
Right of Way Engineer
D e p a r t m e n t

SUBJECT: Disposal of Buildings
R/W File No. 34471 - Uno Makey
R/W File No. 34473 - H. Ericksen
Astoria Bridge Approach Section
Oregon Coast Highway

Confirming our conversation of this date, Assistant State Highway Engineer Tom Edwards has instructed that the remaining buildings northerly of Marine Drive within the loop of the Astoria Bridge Approach be removed for filling of this area. These are the buildings presently occupied by our engineering crews—Robert Ellison and George Danforth—and were acquired under the subject file numbers.

Would you please immediately arrange for a sale of these buildings. Would like to have them cleared from the area not later than the 15th of July. Would recommend the sale be not later than June 21. We will endeavor to have our crews out of these buildings by that time, but definitely have them out by June 30. Should we not be able to sell the buildings, we can have our contractor demolish them by change order on the contract.

R. D. Asburry
Division Engineer

RDA:AH
cc Tom Edwards
Ivan Merchant
F. D. Morgan
A. A. Rear
W. H. Haskin
R. W. Ellison
George Danforth

RECEIVED
JUN 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
JUN 17 1965
OREGON
STATE HIGHWAY COMMISSION

6/17/65

NOTED
C. W. HEAD

Cecil:

Inasmuch as I inadvertently gave two claim files the number "4127", if it won't cause you too much trouble, would you please change your "4127" to "4127-A"?

I filed the claim 6/3/65 - Hwy. Commission Contract 6499
Bringing Claim: PALMBERG CONSTRUCTION CO.
Principal: PACIFIC CONCRETE CO.
Surety: GLENS FALLS INCURANCE CO.
(James E. Schram & Co., Portland)

Amount of Claim: $553.00 plus interest
Job: Coast Hwy., Clatsop Co., Astoria Approach to Interstate Bridge section

Thank you, if you can do it; sorry it happened.

Inger

RECEIVED
JUN 1 1965
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 2, 1965

Palmberg Construction Company
P. O. Box 991
Astoria, Oregon

Attention: Mr. H. G. Palmberg

Gentlemen:

This is to acknowledge receipt of your claim letter of May 27 and attached invoice stating that Pacific Concrete Company owes you for equipment rental in the amount of $553 plus interest.

From the description given, this appears to be in reference to the Pacific Concrete Company, an Oregon Corporation, Contract No. 6499, for structure, grading, paving, toll collection facilities, and signing on the Astoria Approach Interstate Bridge Section of the Oregon Coast Highway in Clatsop County.

The surety on this project is Glens Falls Insurance Company through James E. Schram and Company, Woodlark Building, Portland We will advise them of the receipt of your claim letter and we will also forward your letter and invoice to the Secretary of State for filing.

Please let us know when your claim has been paid so that we may clear our records.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

cc Glens Falls Insurance Company
James E. Schram & Company
Pacific Concrete Co., an Oreg. Corp.
Hon. Tom McCall
Glenn Jackson
David Simpson

RECEIVED
JUN 3 1965
TOM McCALL
SECRETARY OF STATE

File 4127-A

FILED
JUN 3 1965
TOM McCALL
SECRETARY OF STATE

P. S. Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

PALMBERG CONSTRUCTION CO.

ENGINEERS AND CONSTRUCTORS

DREDGING • GENERAL • PILEDRIVING

P. O. BOX 991 PHONE 325-1831

ASTORIA, OREGON, 97103

May 27, 1965

Oregon State Highway Department
Salem, Oregon 97310

Attention: Floyd Query, Secretary, Oregon State Highway Commission.

Dear Sir:

We have an invoice, copy attached, for rental of equipment on Contract No. 64991, Astoria Bridge Approach, with Pacific Concrete Company, which has not been paid to date.

We herewith file notice that we are looking to the Glens Falls Insurance Co., furnisher of the bond on this job, for payment of this invoice with interest thereon at 8% from May 1, 1965.

Very truly yours,

PALMBERG CONSTRUCTION CO.

By H. G. Palmberg
H. G. Palmberg

HGP/j

Encl.

cc: Pacific Concrete Company, P. O. Box 7648, Portland, Ore.
Glens Falls Insurance Co., 901 S. E. Oak St., "

COPY

PALMBERG CONSTRUCTION CO.

ENGINEERS AND CONSTRUCTORS

DREDGING ◆ GENERAL ◆ PILEDRIVING

P. O. BOX 991 PHONE 325-1831
ASTORIA, OREGON, 97103

January 25, 1965

To: Pacific Concrete Company
P. O. Box 7648
Portland 20, Oregon

For: Your purchase order No. 3872, rentals Jan. 4, 1965:

Steam hammer, 1 month (min.)	@	$463.00	$463.00
Air hose	"	50.00	50.00
Leads		40.00	40.00
		Total Due	$553.00

RECEIVED
MAY 24 1965
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

4-1099

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 21, 1965

Mr. Dale F. Curry
City Manager
City of Astoria
Astoria, Oregon

Subject: Kingston Avenue
Astoria Bridge Approach Section
Oregon Coast Highway
Contract 6499

Dear Sir:

Received your letter of May 19, 1965, in which you advised me that the City Council of Astoria had voted to request that the State Highway Department move the relocated Kingston Avenue seven feet closer to the railroad right of way.

As previously mentioned to you, this move will affect the railroad property in that a small portion of the fills in this area will encroach on railroad right of way. This department has been in touch with the railroad company regarding this matter. In these preliminary contacts, the railroad has indicated disapproval of this encroachment but has not definitely said "no". They also indicated they would require a formal encroachment agreement.

This department is preparing the necessary maps, et cetera, to be presented to the railroad company for said encroachment. As Kingston Avenue will officially be a city street, it is believed this agreement should be consummated between the City and the railroad company. As soon as the necessary maps, et cetera, are prepared for this encroachment, you will again be contacted regarding the pursuing of this agreement with the railroad company.

Very truly yours,

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:AM
cc R. L. Porter
F. B. Klaboe
F. D. Morgan
Ivan Merchant
R. J. Bettenderf
George Danforth
T. W. Litchfield

RECEIVED
MAY 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

CITY OF ASTORIA OREGON

FOUNDED · 1811

RECEIVED
MAY 20 1965
OFFICE OF
DIVISION ENGINEER

OFFICE OF THE CITY MANAGER

May 19, 1965

State Highway Department
Salem, Oregon

Attention: Mr. Ray Asburry

Gentlemen:

The city council at their May 17 meeting voted to request that the state move the relocated Kingston Avenue seven feet closer to the railroad right-of-way as we discussed previously. This motion was conditioned upon the fact that permission be secured from the railroad for the relocation since it is quite likely that materials will be deposited upon the right-of-way itself.

If there are any questions please call or write me at your convenience.

Sincerely,

Dale F.Curry,
City Manager

DFC:emb

NOTED
R. D. ASBURRY

NOTED
J. G. CANFIELD

RECEIVED
MAY 25 1965

Form 1612

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

H. F. MOY,
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER

1101 N. W HOYT STREET
PORTLAND, OREGON 97207

May 21, 1965

CONSTRUCTION DIVISION
RECEIVED
MAY 25 1965
NOTED.. CE ACE ACE COE

61 99

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield

Dear Sir:

Reference is made to your letter of May 14, 1965, pertaining to revision of Kingston Avenue, Astoria Approach to Interstate Bridge Section, Oregon Coast Highway.

After reviewing the print attached to your letter, and considering previous discussions with the City of Astoria as well as the Port of Astoria, the S.P.& S. Railway is not in a position to grant the Oregon State Highway Department the 2 ft. encroachment that you have requested for your fill slopes.

Very truly yours

Chief Engineer

HFM-o

Copies to:
F B Klabole
E D Merchant
F D Morgan
R D Asbury
Geo. Danforth
F W Sugnet
5-25-65 L

RECEIVED
MAY 25 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 26 1965
FOR FILING

4-1099

FORM S-20X—60M—1-65 SP°6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 20, 1965

To: Memo to the Files

SUBJECT: Astoria Bridge Approach
Oregon Coast Highway
Contract 6499

There have been some reports received that the construction work on the subject section has not been kept up in suitable condition for the safety of the traffic traveling along and over it. A personal investigation was made of this matter May 12 with Resident Engineer Danforth where it was determined that not too good a situation exists. It was also determined that a major portion of the trouble area was caused by the City's contractor, who is installing a water line through this area.

A meeting was held with the Astoria City Manager and Engineer regarding this matter. At this meeting the City Manager indicated they would see that their contractor policed his work in a better manner; in fact, they would have them start the following day in reparing some of their work. Resident Engineer Danforth was also instructed to see that the State contractor give special attention to this matter.

The main area of controversy was Kingston Avenue, which is the approach to the Sea Fare Cafe. A portion of this has been built over by our contractor who, after placing the fill, had placed a gravel surface on it. The City's contractor had dug a trench across it placing a water pipe. At the time of the inspection some of this trench had not been backfilled and was restricting the width of the roadway. As soon as the water line is completed, this area will have sufficient gravel placed on it to provide an adequate roadway for the traffic using it.

R. D. Asburry

R. D. Asburry
Division Engineer

NOTED
JOM EDWARDS

Copy to Peter 11/24/65

RDA:AM
cc Tom Edwards
Al Rear
F. D. Morgan
George Danforth

RECEIVED
MAY 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

CITY OF ASTORIA OREGON

FOUNDED · 1811

OFFICE OF THE CITY MANAGER

May 6, 1965

Oregon State Highway Department
Bridge Division
Salem, Oregon

Gentlemen:

For the past several months work has been progressing on West Marine Drive here in Astoria toward the completion of the Columbia River bridge. We have had very few complaints from the citizens regarding the inconveniences that are caused in the construction and I think this generally speaks well for the community. However, the Sea Fare restaurant has suffered considerably in the loss of business from time to time because of the construction. The present Kingston Avenue is the entrance to the Sea Fare restaurant and Pacific Concrete Company has been working quite extensively in and near Kingston Avenue. We do not feel that the entrance to the Sea Fare via Kingsont Avenue has been kept in a presentable condition and it is my understanding that the Sea Fare has previously paid for rock on the road and I know the city has placed rock on the road particularly where we crossed with our water line.

I do feel that some pressure should be brought upon the contractor to maintain this road in a much better condition than it is now being maintained during the period of construction. The people who own and operate the Sea Fare have been very gracious and understanding however I believe there is a limit to what a business can be compelled to accept during a construction period. The road is not impassable but it has been in very bad repair for several months now. May we ask your help in urging the contractor to do a better job of maintenance on Kingston Avenue during this period of construction.

Thank you for your assistance and cooperation.

Sincerely,

Dale F. Curry

Dale F. Curry,
City Manager

DFC:emb
cc: Mr. Ellsworth Thiel,
SeaFare Restaurant

BRIDGE DIVISION
MAY 7 - 1965 PM
AM 7,8,9,10,11,12,1,2,3,4,5,6

FORM E-123X 50M 12-63

RECEIVED
MAY 17 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F-115(20)

6499

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
May 14, 1965

Spokane, Portland & Seattle Railway Company
1101 N. W. Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. F. Moy

Re: Revision of Kingston Avenue
Astoria Approach to Interstate Bridge Section
Oregon Coast Highway - Clatsop County
Project No. F-115(20) - Contract No. 6499

Gentlemen:

Attached you will find a 1"=50' scale map# on which Kingston Avenue in Astoria is shown. You will note we propose a shift in the portion of the new Kingston Avenue which parallels your track to a position 7 feet closer to your track than originally planned. This is necessary to avoid conflict with a building which is located nearby.

This will cause a 2-foot encroachment on your property by our fill slope which has a maximum height of 2 feet in this area. The grade crossing of your tracks will also be widened by approximately 2 feet from the original design.

I discussed this with your Mr. Guy LaSalle by telephone on May 10 and 11 and we submit this formally for your consideration. Please advise if this proposed change meets with your approval.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm
Attachments

cc: F. B. Klaboe (w/attach.)
I. D. Merchant "
R. D. Asburry "
George Danforth "
F. W. Sugnet "

15+43
0+00
15+13.6
R/W
25'
Adjust. M
13+01
24" Wate
Remove P.C
Const. P.C.C
Inst. 12" Sew. Pipe - 184'
Dr. Exc. 60 C.Y.
15"
12"
15"
Remove Conc. Island
341
2°C.
30°C.
2'R.
2'R.
Const. Special Barrier
12" For Details, See Sheet 2A
340'
Const. 6 P.C. Walk
Const. Type "A" Curb
55'R.
Con
18'
17'
12'
5'
3.5'
1'
0.5'
Asph. Conc. Wearing Surf.
Cl. "B" Mix., Nominal Thkn. 1½"
S1.0.02'/ft.
Type "C" Curb
S1.0.02'/ft.
Profi
R.R. R/W Line
N.30°16'30"W.
ew
24'
Kn.-4"
25'
S1.2:1
KINGSTON AVE.
R/W
Top Course Base
Nominal Comp. Thkn. { Under Pvmt. 2"
Incl. Bit. Binder Crs.
On Shldr. Areas 5½" Max.
KINGSTON
S. 59°13'30"W.
35
25'
25'
Const. Type 3 Fence-355'
3+08.25 P.O.T.
3+51.25
3+58.25 P.T.
52' Encroachment Area
55'R.
Painted Traffic Markers
(By Others)
S59°13'30"W
Shift ℄ 7' South
Const.
Guard Rail-50'Rt.
-612.5'Lt.
15'R. R/W Line
5+35 ± P.O.T.
End Const.
"L" 337+59.50 P.C.
Othe
Permit of E
by R.R. (Sta. R.R
Const. Asph. Con
(For Bldg. Detail
17
"L" Line
36°
Δ 62°
C.P
RR Sta. 37+05 to an

F 11-2 (11)

6477

ARTHUR - KILL Project

Estimated Total Cost of Construction - $[illegible]

for Bon. Items & Work Locations [illegible] / [illegible]

(Inclusive of Loan Plans 5 & 17b)

Item	Item	Sub-total	Total Estimated Cost
ARTHUR KILL			
Contract No. 6214 Tolan:			
Completed & Partially Completed Contract Items	$ 4,218,079.00		
Contract Extras	21,274.00		
Allowance for Materials on Hand	225,238.00		
Liquidated Damages	- 330,000.00	$ 4,334,591.00	
Contract No. 6217 Atwood			
Contract Items	5,207,087.00		
Contract Extras (Orig. Authorization)	242,427.00	5,451,514.00	
Subtotal		9,786,105.00	
Contract No. 6214 Tolan:			
Theoretical Total if completed		7,250,609.00	$ 7,250,609.00
Estimated Recoverable on Bond		2,532,496.00	
KILL SUPERSTRUCTURE			
Contract No. 6601 U.S. Steel Corporation			
Contract Items	10,122,002.00		
Contract Contingencies (Orig. Authorization)	455,584.00	10,577,446.00	10,577,446.00
Possible Claims (Recoverable)	500,000.00		
SANDS VIADUCT			
Contract No. 6216 Cornick, Inc. et.			
Contract Items corrected to date	3,718,500.00		
Contract Contingencies (Orig. Author.)	270,170.00	3,988,734.00	3,988,734.00

Copy to Schneider 4-30-65

ASTORIA BRIDGE PROJECT
(Continued)

Item	Amount	Total	Total Estimated Cost
RIPRAP			
Contract No. 6527 Umpqua River Navigation			
Contract Items corrected to date	477,515.00		
Contract Contingencies (Orig. Authorization)	17,336.00	494,851.00	494,851.00
ASTORIA APPROACH			
Contract No. 6499 Pacific Concrete			
Toll Plaza only contract items	70,544.00		
Toll Plaza only contract contingencies	3,174.00	73,718.00	73,718.00
ADDITIONAL EXTRAS			
(Chargeable to Delay)			
Excess Construction Engineering 15 Months @ $14,500.00	217,500.00		
Prepare new plans and specifications	2,500.00		
Core Drill DeLong Seal Concrete	26,000.00		
15 months additional Ferry Operation	280,000.00		
Sheet pile rental	22,000.00		
Additional Bond financing 450 days @ $1,000.00	450,000.00	* 998,000.00	-0-

*Recoverable

Total Construction	22,285,358.00
Construction Engineering 8%	1,782,829.00
Subtotal	24,068,187.00
Interest During Construction	3,104,100.00
Total	27,172,281.00

TRANSMITTAL SLIP		DATE	
COOPER	BRIDGE	OFFICE ENGR.	SHOPS
PORTER	CONSTRUCTION	PARKS	SIGNS
STEPHENSON	COUNTY AND CITY	PERMITS	TRAFFIC
EDWARDS	DATA PROCESSING	PERSONNEL	TRAVEL
SHAW	LABORATORY	PUBLIC RELATIONS	WEIGHMASTER
WOLFE	LEGAL	RADIO	FILES
SIPPRELL	MAINTENANCE	RIGHT OF WAY	MAIL
ACCOUNTING		SECRETARY	DIVISION ☐

ATTENTION:

FROM: Merchant

ACTION

☐ NOTE AND FILE	☐ PREPARE REPLY FOR MY SIGNATURE
☐ NOTE AND RETURN TO ME	☐ TAKE APPROPRIATE ACTION
☐ RETURN WITH MORE DETAILS	☐ PER YOUR REQUEST
☐ NOTE AND SEE ME	☐ SIGNATURE
☐ PLEASE ANSWER	☑ FOR YOUR INFORMATION
☐ FOR YOUR APPROVAL	☐ INVESTIGATE

COMMENTS This is an estimate only at this time.

Copy to Schroeder

OSHD E 100X REV. 2-63

January 26, 1965

Glens Falls Insurance Company
P. O. Box 3322
San Francisco, California

Attention: Mr. Robert L. Metcalf
Claims Manager

Gentlemen:

On January 22 we received two Assignment of Claims of Pacific Concrete Company to the Wells Fargo Bank in San Francisco assigning to the bank all funds due or to become due in connection with Contract No. 6499 for the Astoria Bridge Approach and Contract No. 6384 for the South Unit of the Minnesota Freeway Section in Portland. As you know the Astoria Bridge Approach job is just getting underway and we have no claims against this contract.

On Contract No. 6384 we have received a claim from Gordon H. Ball, Inc., in the amount of $192,783.57. As far as we know this claim has not been satisfied. A check of our contract records reveals that we have retained on this contract the sum of $93,010.15 and that work remains to be performed in the amount of about $10,000. I thought it would be well to call this to your attention, although you are probably aware of it, so that there would be no misunderstanding if the assignment of all future funds on Contract No. 6384 to Wells Fargo Bank is approved by us.

Although we have the consent to the Assignment signed by yourself, it would be appreciated if you would confirm it as the letter of consent does not mention the contract number but merely says "We hereby consent to the attached assignment".

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:jf

cc: Mr. Frank McKinney

SANDEBERG, RECKEN & LUETJEN
ATTORNEYS AT LAW
PUBLIC SERVICE BUILDING
PORTLAND, OREGON 97204

DAVID SANDEBERG
ROBERT L. RECKEN
CALVIN H. LUETJEN

TELEPHONE
222-9467

January 21, 1965

Oregon State Highway Commission
State Highway Department
Salem, Oregon 97310

Attention: Mr. Floyd Query, Secretary

Gentlemen:

I have your letter of January 20, 1965, relative to the assignments of Pacific Concrete Company to Wells Fargo Bank.

I enclose additional assignments for each contract upon your form, together with the consent of Glens Falls Insurance Company to these assignments.

Very truly yours,

SANDEBERG, RECKEN & LUETJEN

David Sandeberg

DS:bgs
Enc.

RECEIVED
JAN 22 1965

Form A-304—TM—6-60

STAT[illegible]F OREGON—HIGHWAY DEPARTM[illegible]T

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF TEN DOLLARS and other good and valuable consideration ($10.00) Dollars, to us paid, we hereby sell, assign and transfer the within claim for all money due or to become due in connection with Contract No. 6499 with the Oregon State Highway Commission for the Astoria Bridge approach

to Wells Fargo Bank, 464 California St., San Francisco, Calif. and authorize and empower said Wells Fargo Bank to act as agent for us and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of ORS 366.420, and, if the same is honored, either in whole or in part, by the State Highway Department, such action by the Department shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this 21 day of January, 1965

Executed in the presence of us as witnesses:

[illegible]

PACIFIC CONCRETE COMPANY

By [signature]
President

State Printing 28650

RECEIVED
JAN 21 1965
FOR FILING

January 20, 1965

Sandeberg, Recken & Luetjen
Attorneys at Law
Public Service Building
Portland, Oregon 97204

Attention: Mr. David Sandeberg

Gentlemen:

In today's mail, we received assignments on behalf of Wells Fargo Bank in which Pacific Concrete Company signs to the bank contract payments on their Contract No. 6499 for the Astoria Bridge Approach and on Contract No. 6384 for the South Unit of the Minnesota Freeway in Portland.

As you probably know, a performance bond is furnished with each contract which assures completion of the project and payment of all bills incurred in it. It has been our long-established custom where assignments of contract payments are presented to us that we have written consent of the surety. The surety for the bond of these contracts is Glens Falls Insurance Company through James E. Schram and Company, Woodlark Building, Portland 5.

For your convenience, we have enclosed some assignment claim forms which we have used in the past. The forms should be signed by Mr. Jordan with a witness and one copy for each contract be returned to this office. Attached to the assignment forms should be a written statement from the surety giving their consent to the assignments.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkm
Att.

cc Pacific Concrete Co.
P. O. Box 7648
Portland 20, Oregon

Frank McKinney

NOTED ON CARD
fkm

ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS: That the undersigned (hereinafter called the Assignor), for valuable consideration received, does hereby sell, assign, transfer and set over unto WELLS FARGO BANK (hereinafter called the Assignee), all moneys due or to become due under a certain contract dated September 25, 1964, between PACIFIC CONCRETE COMPANY and the STATE OF OREGON, by and through its Highway Commission (Contract No. 6499) whereby the undersigned Assignor undertakes to supply to the STATE OF OREGON Astoria approach Interstate Bridge - structure grading, paving, toll collection facilities and signing - Bridge No. 7949.

The Assignor represents and warrants that there are no defenses, offsets or counterclaims to said contract that will affect said bank's right as Assignee and that said contract has not been transferred, assigned, or otherwise disposed of and is now owned by the Assignor free and clear of all liens and encumbrances of any nature whatsoever.

The Assignor hereby nominates, constitutes and appoints said WELLS FARGO BANK as the true and lawful attorney in fact of the Assignor, in the Assignor's name, place and stead, to receive, receipt and sue for all moneys due upon said contract, to endorse the name of the assignor on all commercial papers given in payment or part payment thereof, and to settle, adjust or compromise any claim thereunder as fully as the Assignor could do; and the Assignor agrees to deliver to the Assignee all sums which may be collected by the Assignor thereon.

IN WITNESS WHEREOF, the undersigned assignor has duly executed these presents this 13th day of January, 1965.

ATTEST:

James Chiletis
Secretary

(corporate seal)

PACIFIC CONCRETE COMPANY

By Otis P. Jordan Jr

STATE OF CALIFORNIA)
City & County of San Francisco) ss.

On this 13th day of January, 1965, before me, a notary public in and for said city and county and state, appeared OTIS P. JORDAN, JR. and JAMES C. MALETIS who, being duly sworn, did say that:

#they are respectively the President and Secretary of the within named corporation; that the seal affixed to said instrument is the corporate seal of said corporation; and acknowledged to me that they signed and sealed said instrument by authority of the board of directors of said corporation in its behalf and as its free act and deed;

WITNESS my signature and notarial seal hereto affixed the date first above written.

Roberta E. Toklas
Notary Public for California
ROBERTA E. TOKLAS
Notary Public in and for the State of California
My Commission Expires October 27, 1967

My Commission expires:

RECEIVED
JAN 28 1965

FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

NOTED
LLOYD P. SHAW

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon allocation of project authorization and additional funds as required.

Date DEC 1 1964 M E Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

I 11-C( )

Project Name Astoria Approach Interstate Bridge ..... Date, December 11, 1964

Highway (64) Oregon Coast ..... Contract No. 6090

County Clatsop ..... Prefix S-1092

Contractor Pacific Concrete Co. ..... F. A. Project No. I-5-1(20)

Address ..... Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

1. Force share on highway flagging by contractor.
2. Maximum equipment rental rates allowable as per A.G.C. agreement.
2. Percentage allowed contractor is in accordance with executed contract for the job.

Location by station numbers:

Between Stations 22 + 55 to 356 + 53

Estimate of quantities and cost:

Flagging—Roadway—State Share $3,000.00

Federal participation is limited to the pro rata share of flagging costs chargeable to the Federal-aid portion of the project work.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

As set up on Project Authroisation

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,332,930.37	
Present estimate of project cost, including $3,000.00 for work under this order	$1,332,930.37	
Expected under-run / over-run amount	$ 00.00	
Expected under-run / over-run per cent	00.00	

Submitted by: George Duncan
George Duncan Res. Br. Engr.
Resident Engineer

Approval Recommended: E D Abbany
Division Engineer

Approval Recommended: [illegible]
Construction—Bridge Engineer

Approved: [illegible]
Assistant State Highway Engineer

State Printing Dept. 24550

Copy to Young 1-28-65

RECEIVED
NOV 20 1964
SPOKANE PORTLAND SEATTLE

FORM 1810

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

H. F. MOY.
SECRETARY
CHIEF ENGINEER

NOTED
R. L. PORTER

Nov. 18, 1964

Pacific Concrete Company
P. O. Box 7648
Portland 20, Oregon

Re: Astoria Approach to Interstate
Bridge Section
Oregon Coast Highway-Clatsop County
Project No. F-115(20)
Contract No. 6499, Oct. 14, 1964

Gentlemen:

Under terms of your contract with the State of Oregon dated October 14, 1964, for erection of structures, grading, paving, signing and toll collection facilities you furnished the following evidence of insurance:

Lloyd's Certificate of Insurance No. LM 29196, a railroad protective policy;
Glens Falls Insurance Policy No. PCL 49-80-53, a basic liability policy; and
American Home Assurance Company certificate No. 653-0314, confirming the excess bodily injury and property damage liability.

These documents have been examined by the Railway Company and have been found satisfactory.

Very truly yours,

(Signed) H. F. Moy

Chief Engineer

COPIES TO: RL PORTER
PM STEPHENSON
LP SHAW
ID MERCHANT
LH YOUNG
FD MORGAN
RD ASBURY
GEORGE DANFORTH
11-19-64
E

CONSTRUCTION DIVISION
RECEIVED
NOV 1[illegible] 1964

NOTED
RECEIVED
NOV 20 1964
OFFICE OF
STATE HIGHWAY ENGINEER

cc-Oregon State Highway Dept.
Salem 10, Oregon
Attn. Mr. T. W. Litchfield

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FO. PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
10-45-	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
PROJECT REPORT NO.	*(PPM 21-7)*	COUNTY
6	10/21/64	Clatsop
		PROJECT NO. F-115(17)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 101 Oregon Approaches, Astoria Bridge

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY Acquisition & Incidentals	11-8-62	
CONSTRUCTION		
OTHER (Specify) Relocations to Displaced Persons	5-17-63	

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 319,335.00	$ 192,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Leroy V. Stone

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By: A. H. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer October 21, 1964

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal Aid
Project No. F-115(17)

ASTORIA BRIDGE APPROACH SECTION OF THE

OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate as a basis for project agreement. Based on estimated cost of lands, damages and other rights of way expenses.)

Salem, Oregon, September 29, 1964

Type Code R.O.W.
Rights of Way (Sta. 318+97.17 to Sta. 340+00)

Rights of Way	All Required	$287,305.00
Displaced Persons	All Required	3,000.00
	Subtotal	$290,305.00
	Acquisition Expense	29,030.00
	Total	$319,335.00

Length of Project . . . . . 0.398 miles

Federal Funds	$192,000.00
State Funds..	127,335.00
	$319,335.00

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maintenance: Chap. 529, Laws 1939.

Displaced Persons

2 Businesses - $3,000

RECEIVED
OCT 15 1964
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

October 7, 1964

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
M. E. Martin
Dist. Engineer

08-35.7

A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project F-115(17)
Astoria Bridge Approach Section
Right of Way

Returned herewith are the approved right of way plans for the above mentioned project. Authorization of right of way acquisition was made May 17, 1963 by this office. Federal participation is subject to the provisions of PPM 21-4.1, dated December 30, 1960.

The project agreement will be forwarded for your approval under separate cover.

Attachment

NOTED
LLOYD P. SHAW

Original To Young
w/ Att.
10-16-64

RECEIVED
SEP 28 1964
FOR FILING

COMMISSIONERS
GLENN JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 28, 1964

Pacific Concrete Co., an Oregon Corp.,
P. O. Box 7548
Portland 20
Oregon

Gentlemen:

The State Highway Commission on **September 25, 1964,** awarded to you State Highway Contract No. **6499** for the following project:

Structures-grading-paving-signing-toll collection facilities on the Astoria Approach Interstate Bridge Section of the Oregon Coast Highway in Clatsop County.

This award was based on your low bid of **$1,173,133.00** which was submitted to the Commission on **September 25, 1964.** for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dm

cc:
Frank Morgan
L. H. Young
R. G. Savage (SHAC)
I. D. Merchant

RECEIVED
OCT 7 - 1964
FOR FILING

6119

477 Cottage Street, N.E.
Salem, Oregon - 97301

September 25, 1964

08-35.EC

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project F-115(20)
Astoria Approach Interstate Bridge Section
Grading, Paving, Structure & Signing

As requested in Mr. Young's letter of September 24, 1964 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6499 to Pacific Concrete Co. of Portland, Oregon, low bidder in the amount of $1,173,333.00 at the September 22, 1964 bid opening.

Under the provisions of paragraph 8 of PPM 21-6.3, this tied bid project was examined and the above bid proposal constitutes the lowest responsible bidder when only the Federal aid portion was considered.

original to Young
10-7-64

POSTED
LLOYD P. SHAW

RECEIVED
SEP 22 1964
FOR FILING

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as fast telegram
TELEGRAM X
DAY LETTER
NIGHT LETTER

$
S
E

WESTERN UNION
TELEGRAM

1211 (4-55)

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE
LETTER TELEGRAM
SHORE-SHIP

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED
			Oregon State Highway Department	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
September 19, 1964

Re: Astoria Approach Interstate Bridge

Floor tile, Page 140, special provisons, shall be 1/8 inch thick.

Bid Item No. 8 shall be corrected in contract to read:

45' to 50' Type II prestressed beams.

P. M. Stephenson
Asst. State Highway Engineer

COPY

RECEIVED
SEP 21 1964
STATE

NOTED
P. M. STEPHENSON

RECEIVED
SEP 22 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 8 - 1964
FOR FILING

August 31, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
M. E. Martin
Dist. Engineer

08-35.2-08

A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project F-115(20)
Astoria Approach - Interstate Bridge Section
Structure, Grading, Paving and Signing

P. S. and E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary right-of-way has been acquired or rights-of-entry obtained, with relocation advisory assistance provided, as indicated in Mr. Wright's August 24, 1964 report.

The S. P. & S. railroad agreement, dated April 23, 1964, is approved effective this date. You are now authorized to proceed with railroad work included in the project. Written evidence that the railroad company has approved the design plans should be submitted prior to our concurrence in award.

The portion of this project that falls between approximately station 22+55 and 28+00 on Marine Drive and that work on Kingston Ave., as well as all of the toll facilities and the sidewalk on the right of station 354+00 to 356+53 are understood to be nonparticipating. Furthermore, Federal participation shall be limited to the equivalent cost of asphaltic concrete only for the portland cement concrete placed between stations 337+55 to 330+75.

Your August 25, 1964 status report of preparatory work for utility adjustments indicates that no delays are anticipated. We have been advised that you do not plan to claim Federal participation for any of the necessary utility adjustments.

The use of the May, 1964 and August, 1964 Supplemental Standard Specifications for Metal Pipe Materials for Culverts, Siphons and Underdrains; Asphaltic Concrete Pavement and Guide Posts are approved for this specific project.

Mr. Young's August 27, 1964 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish

Original signed by
LLOYD P. SHAW

and wildlife, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

The pavement type selection for subject project is accepted based on the documentation attached to your July 24, 1964 "Project Base Design" sheet.

The February 13, 1964 agreement with the City of Astoria was approved March 23, 1964 and traffic control measures as well as provisions for city-owned utility adjustments are considered to be satisfactory.

Attach.

RECEIVED
AUG 24 1964
FOR FILING

4-1461

Memo to the files

August 21, 1964

Utility Adjustments
Astoria Approach to
Inter State Bridge,
Columbia-Harrisburg &
Kingston Ave.
Oregon Coast Highway
Clatsop County

I contacted Mr. F. W. Church, Senior Engineer, Pacific Northwest Bell Telephone Company in regard to the adjusting of their facility on the above section. He informs me that a work order has already been prepared for the relocation. There may be a slight delay to the contractor due to the company not being able to get the necessary materials. It is anticipated but not guaranteed that this work will be completed by October 16, 1964.

Mr. R. H. Sallee of Pacific Power and Light Company informs me that it is anticipated that the necessary adjustment of their facility will be completed by October 9, 1964.

Mr. Ray Ala, Engineer for the City of Astoria, informed me that they will proceed with the adjustment of their facilities as soon as possible after their estimate and sketch map is approved.

It is anticipated but not guaranteed that this work will be completed by November 15, 1964.

The Astoria Fire Alarm, contacted on the telephone company poles and Clatsop T. V. Cable Co., contacted on the power company poles, will make their adjustments when the poles are adjusted.

F. W. Sugnet
Field Utilities Liaison Engineer

FWS:es
cc: Mr. T. W. Lftchfield
Mr. Virgil O'Neil
Mr. Delmar DeSart

R-615

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AUG 17 1964

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 12, 1964

To: Mr. R. L. Porter
Deputy State Highway Engineer

BUILDING

SUBJECT: Letter Agreement with SP&S Railway Company
Astoria Approach to Interstate Bridge
Oregon Coast Highway
Clatsop County

Herewith you will find a Xerox copy of Mr. H. F. Moy's letter dated August 5, 1964, which is intended to be a letter agreement between the State and the Spokane, Portland and Seattle Railway Company for the above-captioned project.

The Bridge Division has been advised of the insurance requirements set out on Page 3 of Mr. Moy's letter and they are being incorporated into the Special Provisions for this project.

This has been reviewed and approved by the Legal and Construction Divisions and we recommend your approval of this letter as submitted.

F. D. Morgan
Construction Engineer

By T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

Attachment

RECEIVED
AUG 13 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Form 1012

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

H. F. MOY,
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER
1101 N. W. HOYT STREET
PORTLAND 7, OREGON

CONSTRUCTION DIVISION
RECEIVED
AUG 7 1964

August 5, 1964

State Highway Department
State of Oregon
Salem, Oregon 97310

Attention: Mr. Forest Cooper
State Highway Engineer

Gentlemen:

The State in connection with the construction of the approaches to the Interstate Bridge in Astoria desires to construct a new crossing at grade at Railway's engineer station 33+64; to install two 24-inch sewer lines under the tracks and across the right of way of the Railway at Railway's engineer stations 39+43 and 24+22; and permission to occupy a portion of the south edge of the Railway right of way between Railway's engineer stations 37+00 and 40+65, temporarily, for the purpose of construction of a retaining wall adjacent to the Railway property between these points.

At engineer stations 24+22 and 39+43 the Railway will grant the State an easement for sewer lines under the track. The State agrees to pay the Railway for all costs incurred by the Railway due to the installation of the pipes. The Railway will open up and replace the track structure as necessary to place the pipes and perform such flagging as may be necessary for rail traffic. The State shall perform the trenching, pipe laying and backfilling and furnish the necessary crushed rock replacement ballast. Due to switching operations in this area, it is agreed that this work shall be done on Saturdays and/or Sundays.

At engineer station 33+64 the Railway will grant the City of Astoria an easement for a street grade

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AUG 10 1964
LEGAL & RIGHT OF WAY

crossing and include provision for future water and sewer lines that may be nexessary in the easement area. The State agrees to pay the Railway for all costs accrued in the construction of the crossing, except the furnishing and installation of two standard stop signs as outlined in Oregon Public Utility Commissioner's Order No. 40015. The Railway will furnish and replace necessary cross ties, furnish and place ballast, guard rail, reflectorized crossing signs and stop signs, and furnish the necessary flagging for train movements. The State will pave the crossing, install curbs and furnish and install the advance warning signs.

Between engineer stations 37+00 and 40+65 the State will furnish all labor and materials necessary to construct the retaining wall, and theRailway at the State's expense will perform the necessary flagging and perform any work on Railway facilities that may be required for construction of the wall.

The State after completion of its work shall leave the Railway's property in a neat and clean condition, removing any hazards to Railway operations that may have been created by the State's work.

It is agreed that all contracts between the State and its contractors shall require the contractors to protect the Railway and any other railroad company occupying or using the Railway's right of way or line of railroad against all loss and damage arising from activities of the contractors, their forces, or any of their subcontractors or agents; and shall further provide that the contractors shall furnish to the Railway a Railroad Protective Liability Policy in the form approved by the American Association of Highway Officials and

the Association of American Railroads. The limits of said policy shall be not less than $250,000.00 for all damages arising out of bodily injuries to or death of one person and subject to that limit for each person a total of $500,000.00 for all damages arising out of bodily injuries to or death of two or more persons in any one accident; and not less than $250,000.00 for all damages arising out of injury to or destruction of property in any one accident and subject to that limit for any one accident a total limit of $500,000.00 for all damages arising out of injuries to or destruction of property during the policy period. Said insurance policy, executed by a corporation qualified to write the same in the State of Oregon, shall be delivered to the Railway prior to the entry upon or use of its property by the contractor.

If you agree to the above conditions, please sign the duplicate copy of this letter, keeping the original for your own records, and return it to this office.

Very truly yours,

W. J. Moy

Chief Engineer

GEL-c

The terms and stipulations contained in the foregoing are hereby accepted and agreed to:

STATE OF OREGON
State Highway Department

_____

Dated: _____

Approved as to Form:
J. Mendenberger
Railroads + Utilities Atty.

REVISED

ASTORIA APPROACH TO INTERSTATE BR. COLUMBIA, HAMBURG, AND KINGSTON AVE. Highway OREGON COAST (FA 2) County CLATSOP

Proj. Length 1.1 miles Beg. Sta. _____ End. Sta. _____

Proj. No. 297 Engineering Index 9.2 Est. Cost per Mile 209.0

Annual Precipitation 71"± Frost Penetration - - - - -

Typical Soil

54	Lo
27	PI
76	SP 10
59	SP200
24	% Gravel
7	% Sand
9	% Sand
33	% Silt
27	% Clay
12	"K" Value (Corrected)

AASHO CLASSIFICATION:
A-7-6 (13)

MATERIAL SOURCES.
To be determined by the Engineer.

NEW WORK

1½" of A.C. (Final).
3½" of A.C. (Immediate).
2" of 3/4"-0 level course. (incl. binder).

6" of crushed base.

10½" of Imported Subbase Material. (Sand-Sand requirements as N. Union) (Astoria-Camp Riles, Contract #5874)

(1) Silty Clay

EXISTING ROADWAY

1½" minimum A.C. overlay with an extra allowance for leveling and patching where necessary.

IN PLACE VARIABLE WIDTH

1"-5" A.C. over 8" PCC (Placed in 1940. (Information 5" Base) from Traffic Log.)

OTHER ROADS	T.C.	WEAR SURF	LEVEL	BASE	I.S.F.
Kingston Ave.	6.0	3½" AC	2"	10"	0
Parking Lot	3.7	2" AC	2"	6"	0

NOTED
LLOYD P. SHAW

cc:
L.J.L.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Traffic Investigation
Right of Way

Submitted by _____ Recommended by _____
Asst.

Recommended by _____ Approved by _____
Asst. Chief Engr.

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AUG - 4 1964
FOR BUILDING

REVISED

TO INTERSTATE BR.
AND KINGSTON AVE. Highway OREGON COAST (PA 2) County CLATSOP

Project Length 1.1 Miles Sta. to Sta.

Traffic Index 9.2 Design Speed 209.0

Frost Penetration - - - - -

NEW WORK

1½" of A.C. (Final).
3½" of A.C. (Immediate).
2" of 3/4"-0 level course. (incl. binder).
6" of crushed base.
10½" of Imported Subbase Material. (Same requirements as N. Unit, Astoria-Camp Riles, Contract #5874)

Silty Clay

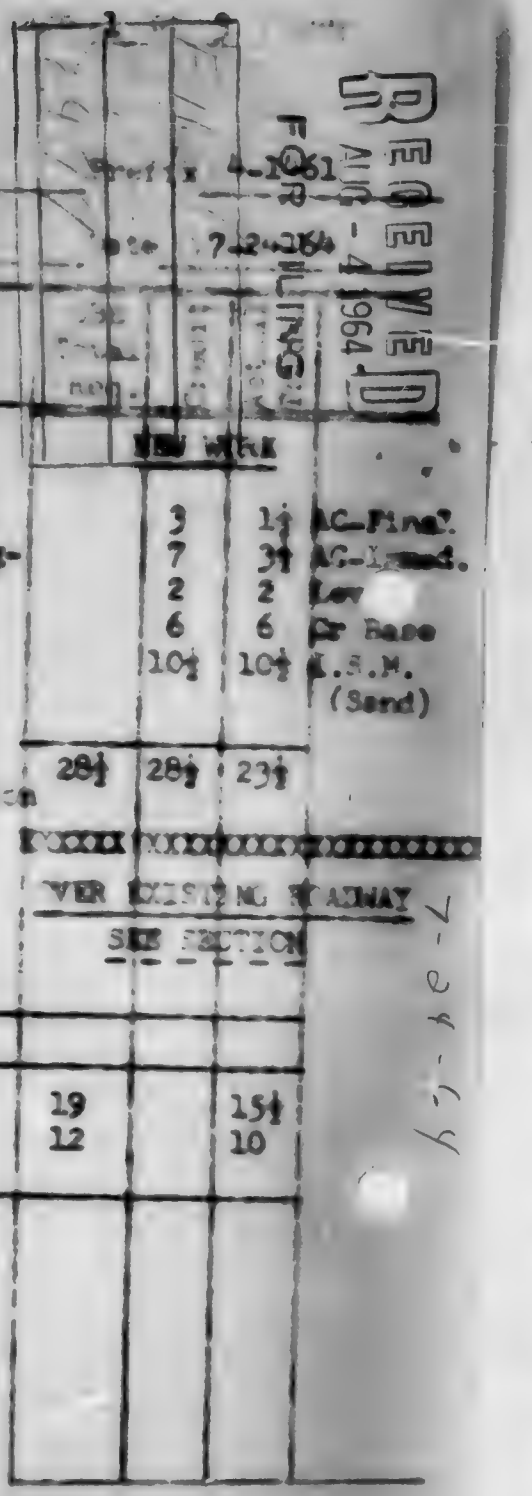
EX'TING ROADWAY

1½" minimum A.C. overlay with an extra allowance for leveling and patching where necessary.

IN PLACE
VARIABLE WIDTH

1"-5" A.C. over 8" PCC)Placed in 1940. (Information 5" Base)from Traffic Log.)

OTHER ROADS	T.C.	WEAR SURF	LEVEL	BASE	I.S.F.
Kingston Ave.	6.0	3½" AC	2"	10"	0
Parking Lot	3.7	2" AC	2"	6"	0



NOTED
LLOYD P. SHAW

Submitted by [signature] Asst. Supt.

Recommended by [signature] Engineer of Materials

Recommended by [signature] Acting Chief, Design Unit

Approved by [signature] State Highway Engineer

SECTION: ASTORIA APPROACH TO INTERSTATE BR. COLUMBIA, HAMBURG AND KINGSTON AVE.

HIGHWAY: OREGON COAST (FA 2)

COUNTY: CLATSOP

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 7920 (Total)

B. Future ADT 15840 (Total)

C. Mean ADT 11880 $(\frac{A+B}{2})$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 5 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 2.5% x (C) 11880 = 297

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 297 x (H) 100 % = 297

TRAFFIC COEFFICIENT = K $(I)^{0.119}$
where K = 4.664

= 9.2

SECTION: ASTORIA APPROACH TO INTERSTATE BR. COLUMBIA, HAMBURG, AND KINGSTON AVS.

HIGHWAY: OREGON COAST (FA 2)

COUNTY: CLATSOP

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: PCC, AC, or Oil
7. Stage Construction: Part of the design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration
10. Stimulation of Competition: Not a consideration
11. Construction Consideration: No special problems anticipated
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not a consideration
13. Traffic Safety: No unusual problems
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Not a consideration.

CONCLUSION AND REMARKS:

No cost comparison made for this section.
The project is through a known slide area.
A portion of the work will consist of high fills, and some subsidence is anticipated.
The condition of the present roadway (PCC) is such that an A.C. overlay is warranted.

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JUN 5 - 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 1, 1964

Mr. Dale Curry
Acting City Manager
City Hall
Astoria, Oregon

Re: Astoria Bridge Approach
Oregon Coast Highway No. 9
City of Astoria

Dear Mr. Curry:

Pursuant to the agreement between the State and the City of Astoria dated March 12, 1964, covering the subject project, the State was to have acquired certain parcels of right of way and the City was to have acquired additional parcels. This is to inform you that the Highway Department has secured its portion of the right of way as covered by the agreement and we are, therefore, requesting that you sent us some form of formal notice that the City of Astoria has also acquired the City's portion of the right of way as stated in the same agreement except parcel 35509-A2, for which the State has negotiated with I. L. W. U.

It would be appreciated if this office could receive your reply as soon as possible so that we may proceed with our plans and accept bids on the project at the earliest practical date.

If we can be of any assistance please advise.

Very truly yours,

H. S. Cox
County and City Engineer

by

Donald N. Harwell
Office Engineer
County and City Division

NOTED
LLOYD P. SHAW

DNH:eb

cc: L. P. Shaw
W. T. Wright

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JUN 2 1964
OFFICE OF
STATE HIGHWAY ENGINEER

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MAY 25 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 22, 1964

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

SUBJECT: Storm Sewer Permit
Pux 452
File No. 34556
~~R/W File: 1296~~
S.P. & S. Railway Company
Astoria Approach to Interstate Br.
Oregon Coast Highway
Clatsop County

Attached please find fully executed duplicate original of a Storm Sewer Permit relative to the above-titled matter. This Permit should be filed in your permanent records.

Distribution of conformed copies has been made as indicated below.

J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:jr
Encl.

cc: R. L. Porter (1)
Ivan Merchant (1)
F. D. Morgan (2)
I. A. DeFrance (1)
R. D. Asburry (2)
J. W. Nash (3)
C. H. Maison (1)
Earl F. Saling (4)
Ted Litchfield (1)

NOTED
PORTER

RECEIVED
MAY 23 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 19 1964

FOR FILING

Salem, Oregon
April 28, 1964

Agenda Item 4-c

Mr. L.I. Lindas
Chief Counsel
Office

Storm Sewer Permit
Astoria Approach to Interstate Bridge
Oregon Coast Highway
Clatsop County

Attention: Mr. J.N. Hershberger
Utilities & Railroad Attorney

Attached are two copies of a Storm Sewer Permit with the Spokane, Portland and Seattle Railway Company which covers permission to place a storm sewer under the Railway Company's tracks in connection with construction of Astoria Approach to the Interstate Bridge on the Oregon Coast Highway in Clatsop County. These copies have been executed by the State Highway Commission and are now ready for execution by the Railway Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach" 2
cc - Mr. T.W. Litchfield

FORM 1820

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

W. P. GARRETT
RIGHT OF WAY AND TAX AGENT

RIGHT OF WAY & TAX DEPARTMENT

1101 N. W. HOYT STREET
P. O. BOX 571
PORTLAND, OREGON, 97207

H. E. HUDSON
ASSISTANT RIGHT OF WAY AND TAX AGENT

R. E. HAMILTON
TAX AGENT

March 3, 1964
File: 256

State of Oregon
State Highway Department
Salem 10, Oregon

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Gentlemen:

Your letter of January 29, 1964 to Mr. H. F. Moy, Chief Engineer of Spokane, Portland and Seattle Railway Company, regarding 24-inch storm sewer permit, Astoria Approach to Interstate Bridge at Astoria, was referred to this office for attention.

The elimination of the "hold harmless clause" in Paragraph 3 of the permit is satisfactory to the Railway Company, therefore we are returning the Xerox copies forwarded with your letter for execution by the State of Oregon. When the permit has been fully signed by both parties, we will return one copy for your records.

Yours very truly,

H. E. Caldwell

Right of Way and Tax Agent

HEH/daj
Encl.

Copies to:
R.L. Porter
V.G. Chek
3-19-64
I

NOTED
J. HERSHBERGER

CONSTRUCTION DIVISION
RECEIVED
MAR 1964
NOTED-- ☐ CE ☐ ACE ☐ ACE ☐ ☐ COE

ORDER NO. 40015

4-8-64

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-259

In the Matter of the Application of the CITY OF ASTORIA for authority to construct a crossing at grade over and across the right of way and tracks of Spokane, Portland and Seattle Railroad Company, in the SW¼ of the SW¼ of Sec. 7, T. 8 N., R. 9 W., Willamette Meridian, Clatsop County, Oregon.	ORDER

On June 18, 1963, the City of Astoria, by and through its Mayor and Recorder, applied to the Commissioner for authority to construct a railroad/highway crossing at grade at the location set forth in the above title. Attached to the Application as parts thereof are two unnumbered drawings issued by the Oregon State Highway Department marked "Exhibit A" and entitled "Vicinity Map and Profile of Grade Crossing of Railroad - Street Crossing to Replace Kingston Avenue". One drawing shows in detail and to scale, by a vicinity map, the location of the crossing with reference to adjacent highways, roads and railroad tracks; the angle of intersection of street and railroad at the crossing; the culture, vegetation and topography in the vicinity of the intersection, and by sight lines, the limitations to visibility from the highway and railroad approaches thereto.

The second drawing above referred to is a profile drawing which shows the gradients of railroad and highway in the vicinity of the crossing and the dimensions and details of a typical cross section area of the proposed roadway and the adjacent pedestrian walk as they will be constructed.

Applicant alleges that the proposed street location is essentially the relocation of an existing city thoroughfare known as Kingston Avenue, and that such

relocation is incidental to the current construction by the State Highway Commission, of the Astoria Bridge. Also, that the proposed crossing is necessary to the proper service and convenience of the public; that it will furnish access to various abutting owners and businesses which used the former location of Kingston Avenue; that such grade crossing is necessary and sufficient for the use thereof, and that because of the location of roadway and track which are on docks and on pilings and filled areas neither an overcrossing or an undercrossing of the tracks by the proposed roadway is feasible.

The Application describes briefly the proposed crossing and the method of its construction and the approach grades of highway and railroad in the vicinity of the crossing. It also sets forth certain estimates as to the future rail and vehicular volume of traffic over the crossing, and certain proposals for the installation of protective devices and the bearing of costs that will be incidental to the construction and maintenance of the crossing and the protective devices.

Notification of the proposed construction and copies of the Application, together with the attached drawings, were forwarded to the Oregon State Highway Commission in Salem, Oregon; the County Court of Clatsop County in Astoria, Oregon, and the Superintendent and General Attorneys of the Spokane, Portland & Seattle Railway Company at their respective offices in Portland, Oregon.

In response thereto the State Highway Commission through its Chief Counsel informed the Commissioner that it had no objection to the issuance of an order in accordance with the Application as filed. Answer, dated July 15, 1963, was duly filed with the Commissioner by Spokane, Portland & Seattle Railway Company. Applicant then filed two Amendments to its Application, the first received by the Commissioner January 27, 1964, and the second Amendment received February 19, 1964. Attached to the second Amendment and referred to therein and as a part thereof are vicinity map and profile drawing marked "Exhibit B" and dated February, 1964, showing certain revisions of location and design of the crossing as originally proposed.

On February 19, 1964, Applicant filed its Reply to Answer of Railroad dated July 15, 1963. On March 5, 1964, Spokane, Portland & Seattle Railway Company filed a letter with the Commissioner stating it had no objection to the granting of the Application as amended and as modified by Applicant's Reply. On March 24, 1964, and March 30, 1964, Applicant and Spokane, Portland & Seattle Railway Company filed letters with the Commissioner wherein said parties made reference to and agreed to the method and manner of installation and maintenance of standard 1-R reflectorized crossing signs, and affirmed their positions with respect to the installation of stop and advance warning signs.

Copies of the aforementioned filings were duly served upon all parties having received notice of the Application, as originally filed, and said parties have acknowledged receipt thereof. The Oregon State Highway Commission has advised the Commissioner that it has no objection to the issuance of an order in accordance with the Application as filed, and amended, and has no objection to the construction of the crossing and installation of protective devices as proposed. The County Court of Clatsop County has entered no response in the matter.

The proposals of Applicant and Spokane, Portland & Seattle Railway Company for the construction and maintenance of the subject crossing, as detailed in the Application and subsequent filings made by said parties, will hereinafter be set forth.

No issues are raised by any public authority in interest or railroad company within the purview of ORS 763.080, and in consideration of a full investigation made herein by the Commissioner's staff, no reason exists for public hearing.

Based upon the Application and related pleadings, and after investigation, it is found that:

The City of Astoria, hereinafter referred to as Applicant or City, is a public authority as defined in ORS 763.010 and authorized to lay out, construct and maintain the street of which the applied-for crossing is a part. Said street will be a highway as defined by ORS 763.010 to be opened and used for travel by the public.

The Spokane, Portland & Seattle Railway Company, hereinafter referred to as Railroad, is a railroad as defined in ORS 763.010 and is authorized to maintain and to operate trains over the track involved and over the crossing which is the subject of the within Application.

The main track in the vicinity of the crossing is at approximately level grade, on tangent alignment, and on a compass course that is south 59° 13' 30" west. It serves an industrial area made up of docks, tanks, and warehouses which are constructed on earth fills and piling and closely adjacent to the south bank of the Columbia River on which the Port of Astoria is located.

The proposed crossing will be located approximately 250 feet easterly from the site of an existing Kingston Avenue crossing and about 300 feet northerly from Marine Drive, a highway designated on the Oregon State Highway system as US Highway Route 101. It parallels the railroad track for a considerable distance both east and west of the intersection.

Starting from the center of US Highway 101, Kingston Avenue runs in a generally northerly direction within a 50-foot wide right of way on a compass course that is north 30° 46' 30" west. At a distance of 308 feet from its beginning, it crosses the track at right angles. From there, after continuing on the same course for an additional 50 feet, it makes an abrupt left turn through an angle of 90° and continues on an east-west leg parallel to the track through a distance of approximately 200 feet. The center lines of track and roadway intersect at railroad Survey Station 33 + 64 and Kingston Avenue's Survey Station 3 + 08.25.

Because of the 10.55 foot difference in elevation between the center of US Highway 101 and the top of rail at the point of the Kingston Avenue crossing, the approach to the crossing from the highway is on a descending gradient. It is composed of vertical curves and a connecting tangent section which is on a maximum descending grade of 8.6%. Within a distance of 100 feet from the crossing, however, the road surface on the approach from this direction is on a tangent descending grade of 1.02%. From thereon to the end the roadway is at level grade.

The roadway will be surfaced to a width of 24 feet with asphaltic concrete. A 4-foot wide pedestrian walk will parallel the roadway on its westerly and southerly side throughout its entire length.

When on the roadway, and approaching the crossing from the south, the visibility of track and approaching trains is limited by warehouses, tanks and other buildings until within approximately 50 feet of the track from which point the minimum train sight distance is 410 feet. A spur track on which cars may be left standing 60 feet from the center of the roadway is located to the north of the main track and easterly from the crossing. These standing cars will obstruct the vision of vehicle drivers when approaching the intersection from the northerly side and oncoming trains from the east may be obscured from the view of this driver until within close proximity to the crossing.

The normal railroad traffic is estimated to be 10 train movements per day of which 8 are switching movements. The maximum permissible train speed in the area of the crossing is 25 miles per hour. The annual average daily vehicle traffic is estimated to be 450 vehicles per day. Because of the 90° angle turn of the roadway when 50 feet from the track, vehicles must necessarily travel over the crossing at slow speeds.

Applicant and Railroad propose that the construction and maintenance of the crossing and installation of protective devices be done and the cost of such construction, maintenance and installation be borne as follows:

Applicant's proposals:

(a) The State Highway Department will prepare plans and specifications, award a contract or contracts for the construction of the proposed crossing and supervise the construction thereof;

(b) Applicant will furnish the right of way for the relocated Kingston Avenue;

(c) Applicant will exercise jurisdiction and control over relocated Kingston Avenue and the crossing upon completion thereof;

(d) Applicant will maintain said street except for the area between the rails and for a distance of 2 feet extending from the outer edge of each of the rails;

(e) Applicant will finance the construction of the project, including reimbursement to Railroad for necessary expenditures incurred by it in connection therewith;

(f) Applicant will furnish and install advance warning signs and thereafter maintain such advance warning signs.

Railroad's proposals:

(a) Railroad, at Applicant's expense, will prepare its roadbed and install preservative treated ties to receive an asphaltic concrete surface thereon, said surface to be installed by the State Highway Department or its contractor between headers furnished and installed by Railroad to provide flangeways and for retention of the asphaltic concrete;

(b) Railroad, at its own cost and expense, will furnish, install and maintain "Stop" signs;

(c) Railroad, at Applicant's expense, will furnish and install Commissioner's standard 1-R reflectorized crossbucks. Railroad will, after installation, maintain said reflectorized crossbucks at its own expense;

(d) Railroad, at Applicant's expense, will furnish such flagman, watchmen, engineering and inspection services as are required;

(e) Railroad, at its sole cost and expense, will maintain the railroad ties, ballast, headers and other railroad facilities.

No objection has been made to the performance of work or the assumption of responsibility as set forth in the above proposals and such procedures are hereby approved. The proposal relative to the division of expenses is just and reasonable and such division is hereby approved.

Validity should be given to the proposed stop signs by enactment of a city ordinance requiring all vehicle drivers to stop at the places as designated by sign placement before proceeding beyond such sign location and over the crossing.

Applicant and Railroad have stipulated and agreed that the public safety, convenience and general welfare require the closing of two existing crossings presently in use by the general public. Such crossings are located at Railroad's engineering station 35 + 90.3 (the present Kingston Avenue crossing) and at the Railroad Company's engineering station 33 + 46.5 (near the proposed relocation of Kingston Avenue). The said crossings should be closed before any public use be made of the crossing sought to be authorized herein and the within order will carry such a condition.

Upon completion of the approach ramp to the Astoria-Megler Interstate Bridge, the present Kingston Avenue will be barricaded at the highway right-of-way line, barring traffic at a point approximately 145 feet south of the railroad track. Kingston Avenue,upon completion, will provide access to the area now served by the crossing at Railroad's engineering station 33 + 46.5.

No objection is made to the construction of an additional highway crossing at the location herein proposed and, as a part of the street system of the City of Astoria, such crossing is necessary to the safety, accommodation and convenience of the public. Conditions of location and terrain would make the construction of a grade separation structure both impracticable and expensive and the need therefor is not indicated, the expense is not warranted and such separation of grades is not required. Because of the comparatively light rail and vehicle travel over the crossing and the slow speeds at which train and vehicles approach the intersection the proposed crossing when properly protected will not be unduly hazardous to the users thereof. Under the facts and circumstances set forth above, the proposed warning and stop signs will be adequate to warn and protect the public.

From the foregoing it is concluded that the granting of the within Application, and the construction of the crossing as set forth above, is in the public interest and it is therefore

ORDERED that the Application of the City of Astoria for authority to construct a crossing at grade over and across the right of way and tracks of Spokane, Portland and Seattle Railway Company at the proposed location of Kingston Avenue in the SW¼ of the SW¼ of Sec. 7, T. 8 N., R. 9 W., Willamette Meridian, in Clatsop County, Oregon, be and the same hereby is granted under the following terms and conditions:

1. The crossing shall be constructed in a good and workmanlike manner in accordance with accepted engineering practices and in conformity as to location, approach, grades, elevation and angle of intersection with the details as shown on the drawings submitted with the Application and above identified;

2. The crossing shall be surfaced between and for a distance of 2 feet outside of the rails for the full traveled width of the roadway with asphaltic concrete or such other surfacing material as will conform to that of the adjacent roadway surface. Such surfacing material shall be contained between the rails by treated timber headers which will provide the necessary flangeways, and an evenly contoured crossing surface;

3. Railroad, at Applicant's expense, shall furnish such flagmen, watchmen and engineering and inspection services as are required during the period of construction.

4. Railroad, at its sole cost and expense, shall maintain the crossing, after completion thereof, between the rails and for a distance of 2 feet on either side of the rails.

5. There shall be installed by Railroad at Applicant's expense, at proper locations on each side of the highway, one Commissioner's standard No. 1-R relfectorized crossing sign. There shall also be installed by Railroad at Railroad's expense, on each side of the highway at proper locations, one "Stop" sign of standard approved size and design. Railroad shall, at its expense, thereafter maintain the standard 1-R reflectorized crossing signs and the stop signs.

6. Applicant shall, at its expense, furnish and install Advance Warning Signs at appropriate locations on the roadway in advance of stop signs and thereafter maintain said advance warning signs; and it is further

ORDERED that the designation 5A-101.3 shall be assigned to the crossing as a means of identification in the Commissioner's Catalog of Railroad Crossings in the State of Oregon; and it is further

ORDERED that the crossing, as above authorized, shall not be open for public use until such time as the Commissioner is notified in writing by Applicant that the crossings at Railroad's engineering stations 35 + 90.3 and 33 + 46.5 are closed to public travel; that the protective warning devices and signs, as provided for in this order, have been installed and that a city ordinance has been enacted giving legal status and validity to the stop signs, one of the protective measures provided for herein; and it is further

ORDERED that the within order shall be effective upon the date of the execution hereof.

Made and entered this 8th day of April, 1964.

Joel C Hill
Public Utility Commissioner

(SEAL)

RECEIVED
MAR 25 1964
FOR FILING

FILED (20)
6499

March 24, 1964

Oregon State Highway Commission

Gentlemen:

On the agenda for the April 23 Highway Commission meeting will appear the item of entering into an agreement with the Spokane, Portland & Seattle Railway Company which covers permission to place a storm sewer under the Railway Company's tracks at Astoria. This will be a part of the contract for the Oregon Approach to the interstate bridge, bids for which will be called in the near future.

The permit, which calls for a nominal consideration of $25, is in order. I recommend that it have your approval and that you authorize the Secretary to sign in your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
L. E. Lindas
C. H. Maison

RLP:ms bbc

RECEIVED
APR 15 1964
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. 7117

Salem, Oregon
March 19, 1964

Agenda Item 4-j

Throughway Agreement
Astoria Approach, Interstate Bridge Sec.
Oregon Coast Highway No. 9
City of Astoria

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Office Engineer

Attached is a conformed copy of an agreement with the City of Astoria concerning construction of the Astoria approach, Interstate Bridge Section of Oregon Coast Highway. This agreement supersedes agreement dated August 29, 1963.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Astoria.

Secretary

rm
Attach: 1

RECEIVED
MAR 4 - 1964
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
McMINNVILLE
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

March 2, 1964

Mr. Dale Curry
Acting City Manager
City Hall
Astoria, Oregon

Dear Mr. Curry:

Your request by letter of February 19 that the sidewalk to be constructed along relocated Kingston Avenue in Astoria be of Portland cement concrete rather than asphaltic concrete has been discussed at length in Salem and it has been decided that the State will grant this request. The sidewalk will be constructed of Portland cement concrete to a width of 3.5 feet on the westerly side of Kingston Avenue.

However, we wish to emphasize that this is most unusual and that our policy is to construct with Portland cement concrete only when replacing Portland cement concrete. Also, as this construction will be on entirely new alignment, the Bureau of Public Roads will not participate in the cost and State will have to pay the entire cost.

Regarding our telephone conversation of February 25 and that of Ray Ala on February 26, State will negotiate with the I.L.W.U. on that parcel of property known as Parcel 35509-A2.

We appreciate your consideration and interest in this matter and hope this has not caused you any great inconvenience.

Very truly yours,

H. S. Cox
County and City Division Engineer

By D. N. Harwell
D. N. Harwell
Office Engineer

NOTED
LLOYD P. SHAW

RECEIVED
MAR 2 1964
OFFICE OF
STATE HIGHWAY ENGINEER

DNH:nm
cc: Ray Ala, City Engineer
R. L. Porter
Lloyd Shaw
W. T. Wright
F. D. Morgan
L. I. Lindas
R. D. Asburry

RECEIVED
FEB 28 1964
FOR FILING

February 27, 1964

Oregon State Highway Commission

Gentlemen:

The Highway Commission, under date of August 29, 1963, entered into an agreement with the City of Astoria concerning the south approach to the Interstate Bridge. Circumstances have arisen preventing the City's fulfilling some of the obligations set forth in the 1963 agreement which should now be superseded in its entirety by a document based on the changed conditions.

Presented for your consideration is a revised agreement with the City of Astoria. It requires the State to relocate privately owned utility conduits, poles, et cetera, which are located on private property; provides that the State reimburse the City for necessary relocation of City-owned conduits and poles; requires the State to widen Marine Drive to four lanes between Hamburg Avenue and Columbia Avenue; to relocate and construct a portion of Kingston Avenue; to construct and maintain a storm sewer along Marine Drive; and to close certain existing city streets.

The revised agreement requires the City to relocate certain privately owned and city-owned utilities; to acquire part of the right-of-way necessary for relocation of Kingston Avenue and to assume jurisdiction over the relocated street; to pay the State $5,000 as the City's share of cost of the project; and to restrict parking on certain areas of Marine Drive.

This matter will appear on the agenda for the March 12 Commission meeting. Your approval and authorization that the Secretary be directed to sign the agreement on behalf of the Commission is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
H. S. Cox
C. H. Maison

LPS:aiw bbc

RECEIVED
FEB 21 1964
FOR FILING

F 115 (2)
6477

February 20, 1964

Mr. Dale F. Curry
Acting City Manager
City of Astoria
City Hall
Astoria, Oregon

Dear Mr. Curry:

This will acknowledge receipt of your February 18 letter relative to the construction of Kingston Avenue as part of the Oregon approach to the Astoria Bridge.

I agree with your understanding that the Highway Commission will bear all costs of construction of relocating Kingston Avenue under terms of the agreement which has been executed.

If you need anything further on this, please feel free to call on us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Mr. Forrest Cooper

CITY OF ASTORIA OREGON

FOUNDED · 1811

OFFICE OF THE CITY MANAGER

February 18, 1964

Mr. R. L. Porter
Oregon State Highway Department
Salem, Oregon

Dear Mr. Porter:

All necessary papers have been signed by the city of Astoria for the relocation of Kingston Avenue including the application and amendments to the Public Utility Commissioner.

The city is of the understanding that the costs involved at the railroad crossing proper will be borne by the state of Oregon even though in the city's application to the Public Utility Commissioner we agreed to assume the costs. We feel that in our agreement with the state under "Things to be done by the State", the state will do all construction work and the city will not be liable for payment of any kind other than the amount of $5000 as stated in the agreement.

Sincerely,

THE CITY OF ASTORIA

By: Dale F. Curry

Dale F. Curry,
Acting City Manager

DFC:emb

RECEIVED
FEB 20 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 20 1964
OREGON
STATE HIGHWAY COMMISSION

JNH:jr
2-17-64

Pux 502

3-18-64

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the CITY OF ASTORIA, for authority to construct a crossing at grade over and across the right of way and tracks of the Spokane, Portland and Seattle Railroad Company; known as the RELOCATED KINGSTON AVENUE GRADE CROSSING project, in the Southwest Quarter of the Southwest Quarter (SW¼SW¼) of Section 7, Township 8 North, Range 9 West, Willamette Meridian, Clatsop County, Oregon	SECOND AMENDMENT TO APPLICATION Docket No. SXF-259

Comes now the Applicant in the above-titled matter and respectfully represents that its Application should be further amended as follows:

I

Paragraph III, page 2, line 2, after "1963," insert "and February 1964,"; after "Exhibit" strike "A," and substitute "B,".

II

Paragraph IX, strike all of former paragraph IX and replace with the following:

> That for 108 feet southerly from centerline of railroad track that relocated Kingston Avenue is on a 1.02 per cent grade descending from the south then increasing to a maximum grade of 8.69 per cent at a distance of 208 feet from said centerline; that northerly and westerly of the centerline of the tracks relocated Kingston Avenue is approximately level to the end of construction, a distance of 200 feet; all as shown on said revised Profile drawing of Exhibit B.

III

Paragraph XI, subsection (e), line 2 thereof, after "project," strike the comma and replace with a . (period) thereby striking the remainder of

JNH:jr
2-17-64

the sentence. Subsection (f), line 1 thereof after "Railroad" insert "at Applicant's expense". Subsection (g), line 1 thereof after "at", strike the words "its own" and insert "Applicant's".

WHEREFORE, Applicant prays for an order authorizing construction in accordance herewith and for such further order or orders as may be proper in the premises.

Dated at Astoria, Oregon this 18th day of February, 1964.

CITY OF ASTORIA

By Harry M Steinbock
Mayor

By Katherine Hambuch
City Recorder

R C Anderson

JNH:jr
2-17-64

STATE OF OREGON)
) ss
County of Clatsop)

I, Harry M. Steinbock, being first duly sworn, say that I am the Mayor of the City of Astoria, and that the foregoing Second Amendment to Application is true as I verily believe.

Harry M. Steinbock
Mayor

Subscribed and sworn to before me this 18th day of February, 1964.

Notary Public for Oregon
My commission expires: June 19 1964

RECEIVED
FEB 14 1964
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

February 12, 1964

Hon. Harry Steinbock
The Mayor
City Hall
Astoria, Oregon

Dear Mr. Steinbock:

Herewith are two copies of a revised agreement covering the proposed construction of the Astoria Approach, Interstate Bridge Section of the Oregon Coast Highway, State Primary Highway No. 9, in Astoria.

The attached document has been revised to conform with the mutual agreement between members of your City Council and Mr. R. L. Porter and Mr. G. E. Rohde of the State Highway Department at your meeting in Salem on January 15, 1964, and with the City's latest request for moving construction of relocated Kingston Avenue approximately ten feet westerly.

Please note that the exhibit is of a temporary nature and you are requested to sign copies of it as well as the agreement. If the City wishes, we will return a completed exhibit with your copy of the agreement.

Will you please review this agreement and if satisfactory, present it to the City Council. If satisfactory to the Council, have them pass a resolution authorizing yourself and the Recorder to sign this agreement and return both signed copies to this office together with three copies of the resolution authorizing the signatures. After signature by the Highway Commission secretary, one fully executed copy will be returned to you for the City's records.

Your cooperation in this matter is appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox

H. S. Cox
County and City Division Engineer

DNH:mm
Att.
cc: L. P. Shaw
R. L. Porter
G. E. Rohde

MEMO TO FILES, 2/11/64
Astoria Approach, Interstate Bridge Section
Oregon Coast Highway No. 9
City of Astoria

On 2/5/64 Purl Arensmeier and I met with Mr. H. M. Steinbock, Mayor, and Mr. Dale Curry, Acting City Manager, regarding agreement on the subject project. We presented a revised agreement as orally agreed upon at a meeting of the City and State in Salem on 1/15/64. There was a brief discussion, then Mr. Steinbock suggested we meet the following morning in his office with members of the City Council and representatives of the I.L.W.U. and their counsel and discuss matters.

We then saw Mr. E. J. Hall, Resident Engineer, State Highway Department, regarding proposed construction on the relocated portion of Kingston Avenue: the proposed toe of slope falling within 3' of right-of-way line; approach to Marine Drive being on a 6' fill from bottom of grade; and the State Fire Marshall's edict of 10' clearance from any bulk storage of 30,000 gal. or more of gasoline (88,000 gal. in existence). These points all entered into the City's question of whether the construction could be moved westerly approximately 10' onto Tidewater property.

On 2/6/64 at 9:30 a.m. a meeting was held in Mr. Curry's office with the following present (all talking at once, unorganized meeting):

- W. H. Holmstrom, State Representative

Astoria - H. M. Steinbock, Mayor
D. F. Curry, Acting City Manager
Ray Ala, City Engineer
Councilmen: R. A. Duoos, J. W. Sullivan, A. C. Swanson, F. M. Thorsness

I.L.W.U. -Larry Dean, Attorney for I.L.W.U.
Jack Koski, I.L.W.U. officer
Tiobo Loukkola, I.L.W.U. officer

O.S.H.D. -E. J. Benner, Right of Way Division
P. B. Arensmeier, County & City Division
D. N. Harwell, County & City Division

The City has negotiated with U.F.C. and I.L.W.U. but cannot come to an agreement with I.L.W.U. due to taking of excess parking spaces. I.L.W.U. feels that the construction should shift 10' westerly so as to balance out unused area belonging to Tidewater. This was objected to as being practically impossible due to reasons discussed with Mr. Hall as well as B.P.R. regulations, right-of-way negotiations, and construction details, etc.

Discussion was between City and I.L.W.U. and there being no sign of agreement between the parties, they brought up the original S-curve plan - which the City does not want but which ILWU favors, thinking the union would profit as money would be involved for payment of property. This seems to be

the main point, as the I.L.W.U. says if anyone involved in property receives payment the union shall too.

The meeting was adjourned at 12:00 Noon, and the City and I.L.W.U. will try to negotiate with one another and let the State know the outcome.

City still has not applied for P.U.C. crossing regarding S.P.S. Railroad Company's answer to petition.

D. N. Harwell, Office Engineer
County and City Division

DNH:mm
2/11/64

Addendum: As per Mr. Porter's instructions this date, revised exhibits are being prepared, providing for construction to "be moved westerly approximately 10' onto Tidewater property," as suggested by City (see paragraph 2 preceding). These will be presented to the City Council at its meeting on 2/12/64.

DNH

2-13-64
Agree. signed by city
will be presented to
OSH Comm., March 12-64

cc: R. L. Porter ✓
L. P. Shaw
W. T. Wright
R. D. Asburry

RECEIVED
FEB 5 - 1964
COMMISSION
FOR FILING

GLENN E. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. ROBERTSON, MEMBER
ALBANY
DAVID B. SIMPSON, MEMBER
PORTLAND

File

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 3, 1964

Washington State Highway Commission
Department of Highways
Highways-Licenses Building
Olympia, Washington

Attention: Mr. George Stevens
Bridge Engineer

Gentlemen:

Astoria Bridge
Pier 5 Construction

In previous conversations you had asked that you be informed when the contractor for the Astoria Bridge piers began work on Pier No. 5 so that your approach contract could be coordinated with the completion date of that pier.

The contractor started work on Pier No. 5 about January 15, and his schedule would complete the placing of the pier shell by the end of this week. It is anticipated that the pier would be complete in its entirety by the end of February. I believe it would be advantageous to award your contract with a contingent completion date dependent on the pier contractor's completing Pier No. 5.

Steel erection is now proceeding on the 303' deck truss span over the railroad, and it is anticipated that before the end of the month, erection of Pier 170 tower will begin.

I have not overlooked the fact that you and Mr. Robertson desire to make an inspection of the project, and I will contact you in the very near future.

Very truly yours,

IDH/am
cc: Mr. P. M. Stephenson
Mr. R. W. Ellison
Mr. Ray Asbury

Ivan D. Merchant
Bridge Engineer

NOTED
P. M. STEPHENSON

RECEIVED
FEB 4 - 1964
FOR FILING

Portland, Oregon
January 31, 1964
A 328-4

Rockwood, Davies, Riggs, Strayer & Stoel
General Counsel

Attention: Mr. Richard Devers

Reference is made to your letter of January 30, 1964, relative to an amendment received to the application of the City of Astoria for authority to construct a crossing at grade over and across the tracks of the S.P.& S. Railway Company known as the relocated Kingston Avenue grade crossing (PUC Docket RXF-259).

With the amendment as suggested by the City of Astoria the Railway Company has no other alternative but to deny the City of Astoria an easement across our right of way for the new Kingston Avenue street crossing. The plans as drawn up by the Oregon State Highway Department on their Sheet 3 entitled Astoria Approach Interstate Bridge Section, dated January 28, 1964, indicates that the only access the Associated Oil distributor will have is to the old location of Kingston Avenue. This will require his gas and oil trucks to cross at the present Kingston Avenue crossing, proceed on the north side of our right of way, and again cross our tracks at the proposed Kingston Avenue crossing which in itself would create an extreme hazard at those locations.

At the present time the Associated Oil distributor has direct access to the main street and does not have to cross S.P.& S. right of way at either location. You can, therefore, see that the Highway Department as well as the City of Astoria is setting up additional hazards that presently do not exist which makes it necessary that said application be disapproved.

(Signed) H. F. May

Chief Engineer

HWM-c
cc-Mr. Forrest Cooper
State Highway Engineer
Mr. W. P. Garrett

RECEIVED
FEB - 3 1964
OREGON
STATE HIGHWAY COMMISSION

CITY OF ASTORIA, OREGON

OFFICE OF THE MAYOR

January 24, 1964

In the Matter of the Application of the
CITY OF ASTORIA for authority to con-
struct a crossing at grade over and across
the right of way and tracks of the Spokane,
Portland and Seattle Railroad company,
known as the RELOCATED KINGSTON AVENUE
GRADE CROSSING project in the Southwest
Quarter of the Southwest quarter (SW¼SW¼)
of Section 11, Township 8 North, Range 9 W.
Willamette Meridian, Clatsop County, Oregon

ATTACHMENT TO
APPLICATION
NO. SKF - 259

Mrs. Jewell C. Donaldy
Public Utility Commissioner of Oregon
200 Public Service Building
Salem, Oregon

Dear Mrs. Mills:

The applicant, city of Astoria, filed its application in the above entitled matter on June 6, 1963, and now wishes to amend the above entitled application.

Applicant respectfully petitions that the third sentence of Paragraph 7 be deleted. Specifically, the words to be deleted from said paragraph reads: "Said former right of way of Kingston Avenue shall be vacated upon completion of the said project."

Applicant does not believe it is to the best interest of the public that said right of way of Kingston Avenue be vacated upon completion of the project. No other words are substituted in place of the sentence proposed for deletion.

Very truly yours,

Harry M. Steinbock

Harry M. Steinbock, Mayor

HMS:emb

STATE OF OREGON)
)
County of Clatsop)

I, [illegible], being first duly sworn, say that I am the Mayor of the City of Astoria, and that the foregoing publication is true as I verily believe.

[illegible]
Harry M. Steinbeck, Mayor

Subscribed and sworn to before me this [illegible] day of [illegible], 1944.

[illegible]
Notary Public of Oregon

My commission expires [illegible]

RECEIVED
FEB 3 1964

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 24, 1964

SUBJECT: Kingston Avenue
Astoria Bridge Approach
Oregon Coast Highway
Clatsop County

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Building

As a result of receiving a copy of Mr. Porter's memo to file dated January 15th concerning the subject relocation, a cost estimate has been prepared using the following section:

A 24-foot paved road, a 3-foot shoulder on one side, and a curb and 5-foot sidewalk on the other side. This gives us a construction cost of $15, 400. This provides for 8-inch depth walks and drop curbs at two 35-foot wide driveways for Tidewater Oil Company's new accesses.

The right of way necessary from Tidewater, as a result of the Kingston Avenue relocation, consists of parcels #2 and #3 amounting to $5, 115. This then makes a total package of $20, 515 for construction and right of way. If, as suggested in Mr. Porter's memo, the City contributes $5, 000, then our cost would be $15, 515.

Included herewith is a detail estimate and a sketch map showing the right of way parcels and area to be constructed. This is sent for your information.

F.D. Morgan
Construction Engineer

By D.J. Barbee

D.J. Barbee
Assistant Construction Engineer

NOTED
LLOYD P. SHAW

DNS:jp
Enclosure

Porter advised of this estimate 1-31

Form E-49—.

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

CITY STREET TO REPLACE KINGSTON AVE

OREGON APPROACH TO COLUMBIA RIVER BRIDGE

ASTORIA OREGON 2-26-63-TEEL

ITEM	→	UNIT	NET	ALLOW	GROSS Q	PRICE	COST	TOTAL
Com exc.		Cy	287	10%	316	1.25	395	
Borrow exc.		Cy	681		749	1.25	936	
Drainage exc.		Cy	36		40	3.00	120	
12" conc pipe		Lin ft.	108		119	2.50	298	
Conc. catch basin		Each	2		2	125.00	250	
Base		Cy	726		799	4.00	3196	
L-v 3/4"-0		Cy	165		182	4.50	819	
Sprinkling		Mgal	18		20	3.00	60	
Conc. in curbs.		Cy	16		18	60.00	1080	
Sidewalk	Combination Inc.	Sq Yd.	317		349	4.50	1571	
A-C		Ton	291		320	12.00	3840	
Binder agg		Ton	16		18	6.00	108	
" asph.		Ton	2.5		2.8	70.00	196	
							12,869	
			+ E & C 20%					
								$15,400
45' Wide Track	No. of	R/W cost	Parcel #2	3				5115
50' wide Track	So. of	(Tide water property only)						$20,515

Revised to show 5' SW

1-23-64-TEEL

Note:

Est. contains 8" deep walks for two 35' driveways into Tide Water Plant

Tidewater parcel #1

Prop. R/W

2'

5'

12'

12'

415'

K.R. R/W

55' R

K.R. R/W

Tidewater Par. #2

50'

Const. 35' Driveway

Prop. R/W

6' Sidewalk

12'

12'

Prop. R/W

Const. 35' Driveway

Prop. R/W

100' R

TOE FILL Slope @ 1½:1

55' R

55' R

20'

12'

Rev. 2%

Rev. 2%

16'

4'

Marine

RECEIVED
JAN 28 1964
FOR FILING

MEMO TO FILES
~~1/23/64~~

Astoria Bridge Approach
City of Astoria

On January 22, H. S. Cox phoned Astoria City Manager W. H. Cunningham and told him thatif the city wished to proceed with relocated Kingston Avenue crossing, they should obtain a new Kingston Avenue railroad crossing, close the two other existing crossings, and obtain a PUC Order in order to forestall a PUC hearing. Cunningham agreed that City Council will assure closure of above two public crossings and that City will furnish R/W for ILWU and Union Fishermans' Coop, and pay $5,000 cash - State will pay everything else. Cunningham is to call Jaqua, get details, and find out when a PUC Order can be obtained. (Order should be obtained prior to March 10.) He will advise this office immediately of any developments.

On January 23, Mr. L. H. Young called this office and advised that we could construct State's portion of Kingston, north of RR tracks, on 45' R/W if City concurred. I checked with Mr. R. L. Porter who says City agrees to whatever width State can get by with. I informed Mr. Young of this and he relayed the information to Mr. F. L. Hall, Office Engineering, and Mr. F. O. Scott of Construction; Mr. Scott will rewrite R/W descriptions and Mr. Hall will change construction plans.

At time of this writing I have prepared a revised agreement draft which I will hold until we get definite commitment from City on their R/W and railroad negotiations.

Don Harwell

Don Harwell, Office Engineer
County and City Division

DNH:mm

State to go on 45' right of way width !!

RECEIVED
JAN 31 1964
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

COMMISSIONERS:
[illegible] P. HELMSWORTH, CHAIRMAN, BEAVERTON
[illegible] & HOFFSCHMIDT, PORTLAND
[illegible] N. HALL, CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

January 20, 1964

Oregon State Highway Department
P. O. Box 30
Sale., Oregon, 97310

Attention: Mr. F. D. Morgan

Gentlemen:

The following proposed construction projects and prospectuses for location surveys on highway construction projects that were brought to our attention by letter dated December 31, 1963 have been reviewed by this office:

Airport Road-Irrigon Junction Section, Old Oregon Trail Highway, Morrow County

Stayton Bridge Section, FAS 570, Marion & Linn Counties

Fairgrounds-Shady Sections, Pacific Highway, Douglas County

Columbia Avenue-Hamburg Avenue Section, Oregon Coast Highway, Clatsop County

Sunset Highway-Walker Road Section, FAS 838, Washington County

Willamette River-Battle Creek Section, Pacific Highway, Clackamas & Marion Counties

Santiam River Safety Rest Area, Pacific Highway, Marion County

Manzanita Safety Rest Area, Pacific Highway, Josephine County

Copies To.
W. Farnum
Lloyd Shaw
L. H. Young
T. C. Rowe
Irene Hall
J. C. Maddux

We concur in your project proposals and have no recommendations for the protection of fish life to offer since there are no streams or rivers involved.

Sincerely,

William D. Clothier
WILLIAM D. CLOTHIER, ASSISTANT
STATE FISHERIES DIRECTOR

cc: Oregon Game Commission

RECEIVED
JAN 17 1964
FOR FILING

FORM E-30 50M 8-62 43906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 15,1964

SUBJECT:

To: Memo to File

On this date, a delegation representing the City of Astoria and George Rohde and myself representing the Highway Department discussed the problem of relocation and reconstruction of Kingston Avenue in the city of Astoria. This is made necessary by the Oregon approach to the Astoria-Megler Bridge. The following people represented the City of Astoria:

Wm. H. Holmstrom, State Representative
Harry M. Steinbock, Mayor
William H. Cunningham, City Manager
Jerry W. Sullivan, City Engineer
Arnold C. Swanson, Councilman
Frank M. Thorsness, Councilman
R. A. Duoos, Councilman
Ray Ala

A problem has developed in securing right-of-way from Tidewater Oil Company which has become somewhat confusing and difficult to handle; in other words, the City's position is that the State should first make settlement with the Oil Company and the State's position being that if this is done, it will be necessary to pay excessive severance damages.

The City is not satisfied with the proposed "S" curve that the State has developed for a connection between Marine Drive and Kingston Avenue. The City prefers moving Kingston Avenue approximately one block easterly, running northerly across the S. P. & S. track and then paralleling the track westerly to the Port of Astoria property. According to the State's estimates, this latter plan is somewhat more expensive than the original proposal and in an effort to reconcile the matter, Representative Holmstrom made the following suggestion:

That the City acquire at no expense to the State the necessary right-of-way from the I.L.W.U. and from the Union Fish

Co-op; that the State then acquire the necessary right-of-way from Tidewater Oil and pay for the construction of a 24-foot paved street with a 5-foot sidewalk and a 3-foot shoulder. The City is to cooperate financially in the amount of $5,000.

As this proposal would be only slightly more expensive than the Marine Drive-Kingston Avenue connection, I indicated that we would recommend to the Highway Commission that it agree to such a proposition. The matter hinges on the City's ability to acquire the I.L.W.U. and the Union Fish Co-op properties at nominal or very low cost and after the City has had the opportunity to investigate this possibility, it will contact the Highway Department again.

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Mr. Forrest Cooper
Mr. Lloyd P. Shaw
Mr. G. E. Rohde

Two copies mailed to Mr. Cunningham 1-17-64
One copy mailed to Mr. Holmstrom 1-17-64

FORM S-30X 6M 3-63 45000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 21, 1963

Salem, Oregon

SUBJECT: Right of Way Cost Estimate
Kingston Avenue Connection
Oregon Coast Highway
City of Astoria

To: Mr. Dave Moehring
Assistant Right of Way Engineer
State Highway Building
Salem, Oregon

In accordance with our discussion yesterday, I am submitting the following cost estimate of additional right of way required to relocate Kingston Avenue to the east and north of the Tidewater bulk plant per plan preferred by the City of Astoria.

Basic to this plan are two takings by the State for right of way necessary for the approach ramp to the bridge:

I.L.W.U.	2,060 sq. ft.	$2,000 (optioned)
Tidewater	8,625 sq. ft.	$9,850 (11-12-63 review)

The above costs are separate from and should not be considered with the Kingston Avenue costs.

Five additional parcels are required to relocate Kingston Avenue per city plan:

I.L.W.U.	4,734 sq. ft.	$ 3,000
Union Fish. Co-op.		
Parcel #1	4,588 sq. ft.	2,750
Parcel #2	950 sq. ft.	500
Tidewater - Parcel #1	1,625 sq. ft.	975
Parcel #2	10,200 sq. ft.	5,100
Damages	3,800 sq. ft.	950
		$13,275

NOTED
R. L PORTER

In addition to the above, there is an estimated $5,094 damage item (see separate memo) to Tidewater measured by the cost to re-establish bulk plant facilities due to closure of Kingston Avenue. If it can be established that the State's taking is not responsible for this item, it must be added to this estimate as it is a very real cost regardless of responsibility. Total in this case would be $18,375.

In a comparison of plan costs, note that the $3,000 assigned to I.L.W.U. is common to both routes inasmuch as an almost identical area would be required to re-establish Kingston Avenue per State's plan, and to provide adequate ingress and egress on east and west of Tidewater remainder, without which the bulk plant facilities would be inoperative.

Additional right of way costs to connect the existing Kingston Avenue via "S" curve as proposed by the State, the expense of which would be entirely State responsibility, are:

I.L.W.U.	4,664 sq. ft.	$ 3,000
Tidewater	8,250 sq. ft.	8,150
		$11,150

Estimates given for right of way needed to effect City's plan are based upon 50' right of way over the east-west segment, and assume State would handle all negotiations. It is my understanding that were the State to both buy and construct, this width would be necessary, while if City is to acquire, a 32' strip, with temporary construction easement, would be adequate, which would represent an approximate $1,800 lesser total cost.

No consideration is given herein to the Port of Astoria property under either plan. With State proposal, existing Kingston would be re-established, leaving the Port's situation as it now exists. With City proposal, new street would be terminated at Port's east property line, and would require some readjustment of their approach facilities.

Also to be considered in City's plan is possible P.U.C. requirement for traffic control signals at proposed railroad crossing, responsibility for which should be determined.

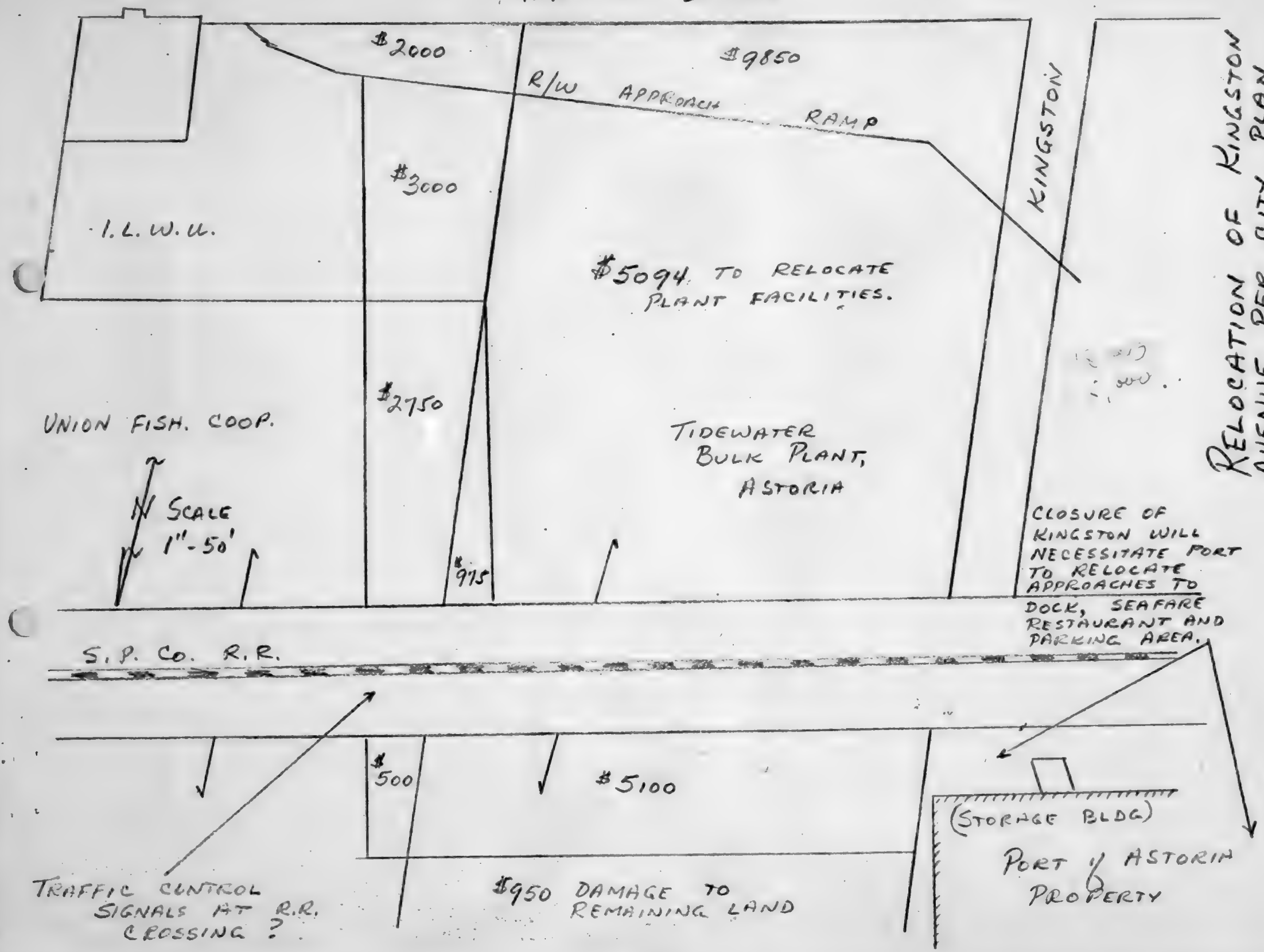
In summation, the right of way cost per City plan exceeds cost per State plan by $2,125, assuming State responsible for $5,094 damage item; and by $7,225 assuming it a City responsibility.

Milner M. Mead
Liaison Agent

MMM:iw

cc Mr. L. I. Linden
Mr. W. T. Wright

MARINE DRIVE



MARINE DRIVE

#2000

#9850

R/W APPROACH RAMP

KINGSTON

R/W

#3000

#8150

I. L. W. U.

R/W (KINGSTON AVE. STATE PLAN)

R/W

R/W

R/W

UNION FISH. COOP.

TIDEWATER BULK PLANT, ASTORIA

N

SCALE 1"-50'

S. P. CO. R.R.

PORT OF ASTORIA PROPERTY

REESTABLISHMENT OF EXISTING KINGSTON AVENUE PER STATE PLAN.

FORM B-80X BOH 8-60 40000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 21, 1963
Salem, Oregon

SUBJECT: File 35508 - Tidewater
Astoria Bridge Approach
Oregon Coast Highway

To: Mr. David H. Moehring
Assistant R/W Engineer
State Highway Building
Salem, Oregon

There has been considerable discussion relevent to the City and/or State responsibility for the damage item brought about by closure of existing Kingston Avenue per City's proposed rerouting of that street. It would appear that by comparison of plan costs, this is clearly City obligation. The problem enters in appraisal, wherein consideration of the entire picture must be borne in mind, and it then appears that at least in the beginning, the bridge project created the situation. It is easy to visualize a jury attributing the damage to the State. It is anticipated that this will be reconciled by City agreement.

Two plans have been submitted to cure this damage, and both are documented under Carl Schmidt's appraisal review dated November 12, 1963. In my cost estimate submitted separately on November 21, 1963, I chose to use the more costly plan as it has been recognized as being functional by Tidewater, whereas the other has not as yet been so recognized. The alternate plan, estimated to cost $1,055, would reflect a $3,250 saving if determined to be practicable.

Wilner M. Mead
Liaison Agent

WMM:kr

RECEIVED
MAY 6 - 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

January 13, 1964
Salem, Oregon

SUBJECT: Relocation of Kingston Avenue Astoria (Columbia River Bridge Approach) Oregon Coast Highway

To: R. L. Porter
Deputy State Highway Engineer
Building

Attached are two prints showing the alternate location of the revision of Kingston Avenue in connection with the construction of the Oregon approach to the Astoria Bridge. Also attached is an estimate of the cost for the relocation of Kingston Avenue through the Tidewater Oil Company property. This is the proposal as presented to the City and is the Highway Department's plan for relocating Kingston Avenue. Another estimate is attached showing the cost of relocating and constructing Kingston Avenue along the easterly right of way line from Marine Drive to the southerly right of way of the S.P.&S. This is the plan that will no doubt be the one that the City will "push" at the meeting in your office on Wednesday, January 15, at 2:00 p.m.

I have informed Mr. Rohde of this meeting and he will be glad to be present if you so desire.

John D. Graham
JOHN D. GRAHAM
Investigating Engineer

NOTED
R. L. PORTER

JDG:jm
Attach.
cc: L. I. Lindas
G. E. Rohde

RECEIVED
JAN 13 1964
OFFICE OF
STATE HIGHWAY ENGINEER

4-1460

FORM E-80X 90M 8-62 49609

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 23, 1964

SUBJECT: Oregon Approach (Columbia River Bridge)
Oregon Coast Highway

To:
Mr. L. I. Lindas
Chief Counsel
D e p a r t m e n t

Attention: Mr. John D. Graham

As requested by you please find attached two copies each of estimates of cost of constructing the two alternate routes of Kingston Avenue in Astoria—one by constructing the "S" curve through Tidewater Oil Company; the other the construction of the relocated street from Marine Drive to the south railroad right of way easterly of the Tidewater Oil Company plant.

You will note on the estimate for the route easterly of the Tidewater Oil Company plant $6,725 included for right of way. This is the estimated amount of right of way needed for this construction if the State has to purchase this right of way. There is a possibility the City could get this with no charge, in which case this amount should be deducted from this estimate.

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:AM
cc Mr. D. J. Barbee

SECTION Kingston Avenue — ESTIMATE OF COST / / — SHEET__ OF__

HIGHWAY Through Tidewater Oil Company

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST	TOTAL COST
	General Excavation (unclassified)	Cu. yds.	176	24	200	$ 1.25	$ 250 —
	Borrow Excavation (unclassified)	" "	832	68	900	1.25	1,125 —
	Coarse Crushed Mat'l in Base	Tons	673	67	740	2.75	2035 —
	3/4"-0 Material in Base	"	155	15	170	3.00	510 —
	sprinkling	M-Gal	18	2	20	3.00	60 —
	Class "B" Asphaltic Concrete	Tons	160	20	180	9.00	1.620 —
							5.600 —
	Engineering & Contingencies 20%						1.100 —
							6.700 —
	Right of Way						11.150 —
							$ 17,850 —

Tidewater 8150
Lowe 8003
10153

SECTION Kingston Ave. — ESTIMATE OF COST 1/10/64 — SHEET__ OF__

HIGHWAY Marine Dr. to RR R/W

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST	TOTAL COST
	General Excavation	cu.yd.	100	10	110	$ 1 25	$ 137 50
	Borrow Excavation	cu.yd.	679	71	750	1 25	937 50
	Coarse Crushed Matl in Base	Ton	614	66	680	2 75	1870 -
	3/4"-0 Material in Base	Ton	130	15	145	3 00	435 -
	Sprinkling	M-Gal	13	2	15	3 00	45 -
	Class "B" Asphaltic Concrete	Ton	173	17	190	9 00	1.710 -
	Concrete Walks	sq.yd.	110	10	120	4 50	540 -
	Concrete Curb, Type "C"	cu.yd.	9	1	10	50 00	500 -
							6175 -
	Engineering & Contingencies	20%					1.325 -
							7.500 -
	Right of Way if State is to Purchase						6725 -
							$ 14.225 -
	Relocate Tidewater Plant Facilities						5094 -
							$ 19.319 -

Commissioners
Joseph W. Smith, Klamath Falls
Chairman
John P. Amacher, Winchester
Vice-Chairman
Tallant Greenough, Coquille
Wayne E. Phillips, Baker
J. Pat Metke, Bend

Mailing Address
P. O. Box 3503
Portland, Oregon 97201

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

January 6, 1964

State Highway Engineer
State Highway Department
Salem 10, Oregon

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to the major portion of your letter of December 31, 1963, requesting our comments on several highway projects.

Our comments on Fairgrounds-Shady Section, Pacific Highway, were mailed separately, earlier today.

There will be no wildlife problems connected with the following projects, and approval is given on the proposals:

1. Airport Road-Irrigon Junction Section, Old Oregon Trail Highway, Morrow County.

2. Columbia Avenue-Hamburg Avenue Section, Oregon Coast Highway, Clatsop County.

3. Sunset Highway-Walker Road Section, FAS 838, Washington County.

We have delayed comment upon the Stayton Bridge Section FAS 570, for a short time, while the possibilities of providing a boat access site on the North Santiam River are explored. Your contract letting date has been noted, and you should hear from us on this very soon.

We appreciate the opportunity to comment upon these projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

BEN GIFFORD
CC HALL
NASH
MORELOCK
MERCHANT
SHAW
PARSONS

ROK:dm

cc: Director, OFC

CONSTRUCTION DIVISION
RECEIVED
JAN 7 1964
NOTED
CE ACE ACE COE

RECEIVED
DEC 31 1963
FOR FILING

ROBERT E. HICKSON
CONSULTING ENGINEER
525 S. E. 65TH AVENUE
PORTLAND 15, OREGON

TELEPHONE
BELMONT 5-5345

FILED

December 27, 1963

Mr. Glenn Paxson
c/o Oregon State Highway Engineers
Salem, Oregon

Re: Astoria Bridge Contract

Dear Mr. Paxson:

Since you were the first to contact me in regard to contract questions on the Astoria Bridge, I am writing you at this time.

It is not clear to me now just what is desired in regard to reports on this matter.

Is it the thought of you and other engineers that an interim report (or more than one) be submitted from time to time as matters develop, based on data then available, or wait until a more complete analysis can be made, particularly as to the time element involved?

I wrote Mr. Merchant a few days ago asking among other things whether the complete logs of borings had been made available to bidders or were asked for before the bid opening. This appears important as the report of September 24, 1963 from King and Gavaris, New York engineers, to the Corporation attorneys, dwells at length on this point, stating that the detailed data are not shown on the contract drawings.

I have not heard from Mr. Merchant in this regard but no doubt will in a few days as time presently is not pressing.

Please advise what in your opinion is desired by the State as to the timing of the submission of reports.

Yours very truly,

R. E. Hickson

Robert E. Hickson

c/o Rhodes Stephenson Portland

12-30-63 Phone visitors to meet at here 1/6/64 HHR

NOTED
R. L. PORTER
DEC 30 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
DEC 27 1963
FOR FILE

FHWA-PR-121 (9-12-63)
(PRES. BY A.O. 205-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon 97301

Shaw

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: December 19, 1963

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-115(-)
Astoria Approach Interstate Bridge
Oregon Coast Highway
Proposed Illumination

Reference is made to Mr. Edwards' letter of December 16, 1963 regarding above subject. Our approval of the four luminaire units for Federal participation as shown on the attached plans was requested.

Our participation will be limited to the two luminaire units located at stations "L" 339+80 and "L" 339+85, which are necessary to illuminate the channelized intersection. The luminaire units at stations "L" 337+35 and "L" 338+85, which are for the purpose of illuminating the toll booth facility, will not be eligible for Federal participation, since it is not our policy to participate in toll collection facilities.

copy to
12-27-63

NOTED
TOM EDWARDS

RECEIVED
DEC 20 1963

RECEIVED
DEC 24 1963
FOR FILING

CITY OF ASTORIA OREGON
FOUNDED 1811

OFFICE OF THE CITY MANAGER

December 17, 1963

Mr. H. S. Cox
County and City Division Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cox:

This confirms our telephone conversation of Tuesday, December 17, 1963 concerning an agreement covering the construction of the Astoria Approach, Interstate Bridge Section of the Oregon Coast Highway in the city of Astoria.

At its regular meeting on Monday, December 16 the city council determined that it cannot sign this agreement as proposed because it requires a guarantee that the city will have acquired the right of way necessary for the relocation and construction of a portion of Kingston Avenue. As you know, we are having difficulty obtaining this property and the city council feels the state should conclude its negotiations with Tidewater Oil Company so the city can proceed with its arrangements. The council wants to have the right of way problem resolved completely before it signs the agreement.

During the discussion of this agreement members of the council asked about the possibility of developing that unnamed street running north and south between Klosterman Street and Marine Drive (and shown colored in orange on Exhibit A) as the relocated Kingston Avenue. Would you please explore this and advise the city of whether this can be done.

Should you have questions I shall be happy to discuss them with you.

Sincerely,

THE CITY OF ASTORIA

By: William H. Cunningham

William H. Cunningham,
City Manager

NOTED
LIGHTON SHAW

RECEIVED
DEC 18 1963
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
DEC 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

WHC:emb

12-18-63
Copies sent to
Porter
Shaw
Morgan
Wright
Asburry

RECEIVED
DEC 16 1963
FOR FILING

December 16, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

On March 10, 1964, bids will be opened for the construction of the Astoria approach to the Interstate Bridge on the Oregon Coast Highway at Astoria.

As a part of this construction, it is planned to install four luminaire units as shown on the attached plans. Two of these luminaire units will be for the purpose of lighting up the toll facility and the other two are to light the points of egress from and entrance to the Oregon Coast Highway.

The four luminaire units are estimated to cost $3,000. Your approval of this installation for participation is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachment

bc Forrest Cooper
R. L. Porter
F. B. Crandall

VPJ:sm jw

ESTIMATED C

Illumination (Steel Pole

Proposed Mercury-Vap

Inst. 8" Sewer Pipe - 44'
Dr. Exc. 12 C.Y.

"L" Line
320' Sp.
S 25° 36'
0 5.0
Inst. 8" Perf. Dra
Special Backfil
Dr. Exc. 153 C.Y.

"L" Line
16° C.R.
16 83°55'
TΔ 491.54'
Ts

Const 5 Manholes
Inst. 12" Sewer Pipe - 304'
Dr. Exc. 159 C.Y.

"L" 318+12.4

8" Perf. Drain
Pipe In Place
(Connect To Manhole)

320

8"

8"

12"

Inst. 8" Sewer Pipe - 104'
Dr. Exc. 5 C.Y. (Deck Drain)
Remove 8" Perf. Metal Drain Pipe

"L" 316+67.92 P.S.C.

8" Sewer P.

Pier

174

CB

12"

12"

12"

12"

Conc. Bldg.

14" Water

Remove Catch Basin and Plug Pipe at Manhole

Match Line A

24+13.81 P.C.

R/W

R/W

5'

5'

5'

Remove Conc. Walk & Curbs

Const. Type "A" Curb

Remove Conc. Driveways

12"

4' 12"

32'

18"

24'

30'

25'

10" Water

30'

℄ 18"
"G-1"

30'

Const. R.C.D.G. Structure
Roadway Width-28'

Sta. 3
Inst.
Spec.
Dr. E

A S T O R I A

COST

Inst. 8" Perf. Drain Pipe-156'
Special Backfill- 71 C.Y.
Dr. Exc. 85 C.Y.

Inst. 8" Perf. Drain Pipe
Special Backfill-77'
Dr. Exc. 90 C.Y.

f. Drain Pipe-262'
ackfill 130 C.Y.
3 C.Y.

"L" 321+92.40 P.T.

Const. Manhole
Inst. 8" Sewer Pipe-38'
Dr. Exc. 18 C.Y.

Const. 3 Manholes
Inst. 8" Sewer Pipe-68'
Inst. 12" Sewer Pipe-124'
Dr. Exc. 62 C.Y.

AVE.
10" Sewer

8" Perf.

S 66° 53' 33" W

Inst. 8" Sewer Pipe-158'
Dr. Exc. 6 C.Y. (Deck Drain)

Inst. 12" Sewer Pipe-164'
Dr. Exc. 120 C.Y.

04"
n)
n Pipe

Remove 2 Catch Basins and Plug Pipe at Manhole

MELBOURNE

8" Sewer

Inst. 15" Sewer Pipe-104'
Under Pvmt. -102'
Dr. Exc. 39 C.Y.
South Street Line

Remove 2 Catch Basins and Plug Pipe at Manhole

"G-1"

Const. Type "A" Curb

Remove Conc. Walk & Curbs

ways

Const. 6' P.C.C. Walk

R/W

Inst. 15" Sew. Pipe-250'
Dr. Exc. 74 C.Y.
North Street Line

Inlet

Painted T
Markers

Sta. 327+70 to Sta. 330+25
Inst. 8" Perf. Drain Pipe-256'
Special Backfill 90 C.Y.
Dr. Exc. 112 C.Y.

① Install 3 Galv. Steel Pipe-45'
Connect to Exta. 10" Water Line and Cap. end
② Install 2" Galv. Steel Pipe-45'
③ Install 2" Galv. Steel Pipe-50'
④ Install 2" Galv. Steel Pipe-42'

ain Pipe-154'
fill-77'
Y.

Inst. 8" Perf. Drain Pipe-250'
Special Backfill 126 C.Y.
Dr. Exc. 148 C.Y.

Inst. 8" Sewer Pipe-68'
Inst. 12" Sewer Pipe-124'
Dr. Exc. 62 C.Y.

Pier 185

329+50
Const. Manhole
Inst. 8" Sewer Pipe-66'
Inst. 12" Sewer Pipe-66'
Dr. Exc. 70 C.Y.

327+50
Const. 2 Manholes
Inst. 8" Sewer Pipe-40'
Inst. 12" Sewer Pipe-72'
Inst. 15" Sewer Pipe-98'
Under Pvmt.-43'
Dr. Exc. 67 C.Y.

KINGSTON AVE.

Remove 2 Catch Basins and
Plug Pipes at Manhole

"L" 12+55.00 P.O.T. Bk. = EQUA.
"L" 340+36.82 P.O.T. Ah.

325

8" Perf.

17'

8"

Deck Drain

Deck Dr

Inst. 8" Sewer Pipe-26'
Dr. Exc. 2 C.Y. (Deck Drain)

12"

15+53.92 = 0+00

15+15.62 P.T.

25'

R/W

Adjust. M.H.

13+01.46 P.C.

14" Water

Remove

Const. P.C

Remove Conc. Island
30 C.

15"

12"

Inst. 12" Sew. Pipe-184'
Dr. Exc. 60 C.Y.

Rev. 2 C.

2'R

340

30'

12"

12+22

14'

8'

55' R.

Const. 6 P.C. Walk
Const. Type "A" Curb

100' R.

75' R.

Const. 3.5 A.C. Walk
Const. Type "C" Curb

14+08.54 P.R.C.

"L" 339+30

16'

0.29 P.T.

24'

nted Traffic
rkers (By Others)

ASTORIA APPROACH INTERSTATE BRIDGE SEC. OREGON COAST HIGHWAY CLATSOP COUNTY				SHEET No. 3
FED. ROAD Div. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

Sta. 342+67 to 344+03, Lt.
Inst. 8" Perf. Drain Pipe-136'
Special Backfill 54 C.Y.
Dr. Exc. 61 C.Y.

Sta. 343+92 to Sta. 345+03
Const. Median Island
(See Details Sht. 2A)

"L" 12+55.00 P.O.T. Bk. EQUA.
"L" 340+36.82 P.O.T. Ah.
p. end
340+80
Const. Type "G" Inlets
Inst. 8" Sewer Pipe-8'
Dr. Exc. 4 C.Y.
341+53
Const. 2 Type "G" Inlets
Inst. 12" Sew. Pipe-76'
Under Pvmt.-40'
Dr. Exc. 52 C.Y.
343+45
Const. Manhole Rf.
Inst. 24" Sewer Pipe-130'
Dr. Exc. 175 C.Y.
"L" 329+93.98 P.S.
"L" Line
240' Sp.
S 43°12' E
Adjust Manhole
Remove Catch Basin and Plug Pipes at Manhole,
Inst. 8" Sewer Pipe-30'
Dr. Exc. 2 C.Y.
Inst. 8" Sew. Pipe-80'
Dr. Exc. 2 C.Y. "G-2" Inlet
Const. 1 Type "G" Inlet, 3
Const. 1 Type "G" Inlet
Inst. 12" Sew. Pipe-70'
Inst. 8" Sew. Pipe-80'
Under Pvmt.-40'
Dr. Exc. 79 C.Y.
"L" 332+33.98 P.S.C. = 332+57.80 P.O.C.
"L" 344+37.46 P.O.T. =
Inst. 24" Sew. P-58'
Dr. Exc. 45 C.Y.
Inst. 24" Sew. P-58'
Dr. Exc. 45 C.Y.
Deck Drain
Deck Drain
8" Perf.
Remove P.C.C. Walk & Curb
Const. P.C.C. Walk & Type "C" Curb
Island
Rev. 10°C.
S. 59°14'45" W.
Future Walk
10" Water
2" Rev
Const. Type "A" Curb
(Future) Catch Basin
Cap Manhole
Remove (Future)
Future 8"
10" Sew.
Parking Lot
Remove (Future)
"G-2"
Bldg.
R/W
341
345
355'
+53
+43
+47.81
+03
339+85
336+52.92 P.O.C.

Adjust 2 Manholes

S.55°00'45"W.

Remove Conc. Culv. P-40' Remove C

R.R. 24+22

"L" 312+38.55 P.O.T.

R.R. 24+00

Const. Easement

"L" 313+47.92 P.S.

S.P.&S.

Pier 171

Pier 172

S17°01'30"E.

Const. Walk & Curbs

Const. Type "A" Curb

Remove Conc. Walk & Curb

Const. Type "A" Curb

Inst. 12" Sew. Pipe-92'
Under Pvmt.-92'
Dr. Exc. 41 C.Y.

Inst. 18" Sew. Pipe-4
Under Pvmt.-70'
Dr. Exc. 186 C.Y.

+38 Const: 1 Type "G-1" Inlet
Const: 1 Type "G" Inlet
Inst: 12" Sew. Pipe-60'
Under Pvmt.-40'
Dr: Exc. 27 C.Y.

Const: Manhole
Const: Type "G" Inlet
Inst: 12" Sew. Pipe-70'
Under Pvmt.-70'
Dr: Exc. 35 C.Y.

24+08

Inst. 12" Sew. Pipe-92'
Under Pvmt.-92'
Dr. Exc. 41 C.Y.

"L" Line
S 30°25'36" E

BAY STREET

R.R. R/W

RAILWAY

S.59°13'00"W.

R.R. 24+22
Inst. 24" Extra Strength Conc. Culv. P-40'
Inst. 24" Sew. Pipe-395'
Inst. 24" Type "G2" Inlet
Const. 1 Type "G2" Inlet
Const. 2 Manholes
Dr. Exc. 270 C.Y.
R.R. 24+22
Sewer 2+90

+40

16°14'30"

14°14'

R/W (back of curb)

"G-1"

"G-2"

R/W

12"

10" Water

12"

24"

30'

25'

18'

5'

BRIDGE DETAILS CHECKED

Adjust 2 Manholes

Remove Conc. Walk & Curbs

Remove Catch Basin and Plug Pipe at Manhole

25+00

Const 2 Type "G" Inlets
Inst 12" Sew. P-64'
Under Pvmt - 64'
Dr. Exc. 24 C.Y.

2° C.L.
Δ 4°14'
T 105.88'

Match Line A

Painted Traffic Markers (By Others)

R/W

10" Sew.

25

12"

12"

Const. Type "A" Curb

Const. 6" P.C. Concrete Walk
Shown Thus:

Adjust Catch Basin

North Street Line

R/W (back of curb)

30'

2'

2'

10" Water

4" Sew.

15" Sew.

6" Water

26+25.48 P.T.

+88 Const. 1 Type "G-1" Inlet
Const. 1 Type "G" Inlet
Inst 12" Sew. Pipe - 60'
Under Pvmt - 40'
Dr. Exc. 27 C.Y.

8'

G-1

30'

25'

30'

Const. 6" P.C. Concrete Walk

Inst. 15" Sew. Pipe - 250'
Dr. Exc. 74 C.Y.

North Street Line

10" Sew.

+38 Const. 2 Type "G-1" Inlet
Inst 15" Sew. Pipe - 60'
Under Pvmt - 40'
Dr. Exc. 25 C.Y.

6" Water

Painted Traffic Markers (By Others)

Const. 3.5 A.C. Walk
Const. Type "C" Curb

14+08.54 P.R.C.

L = 339.29

339+50.29 P.T.

16'

16'

10" Sew

R/W 2 KINGSTON AVE.

N. 30° 35' 00" W.

12'

14+83
Const. 2 Type "G" Inlets
Inst. 12" Sew. Pipe - 170'
Under Pvmt: - 40'
Dr. Exc. 28 C.Y.

13+00
Const. Manhole
Const. Type "G" Inlet
Inst. 8" Sew. Pipe - 24'
Dr. Exc. 12 C.Y.

L = 338.85

338+85
+75

Const. Reinf. P.C.C. Pavement

6" Water

R/W

Const. P.C.C. Island
(See Details Sht)

R.R. R/W

S. 59° 13' 0

35

25'

25'

8'

3'

8'

5'

17'

4'

12'

5'

12'

15'

R/W Line

Painted Traffic Ma
(By Others)

Const. Guard Rail - 50' R
-612.5

Kingston Ave. 3+08.25 =
R.R. 35+54.46
3+51.22 P.I.

5+37.95 P.O.T.
End Const.

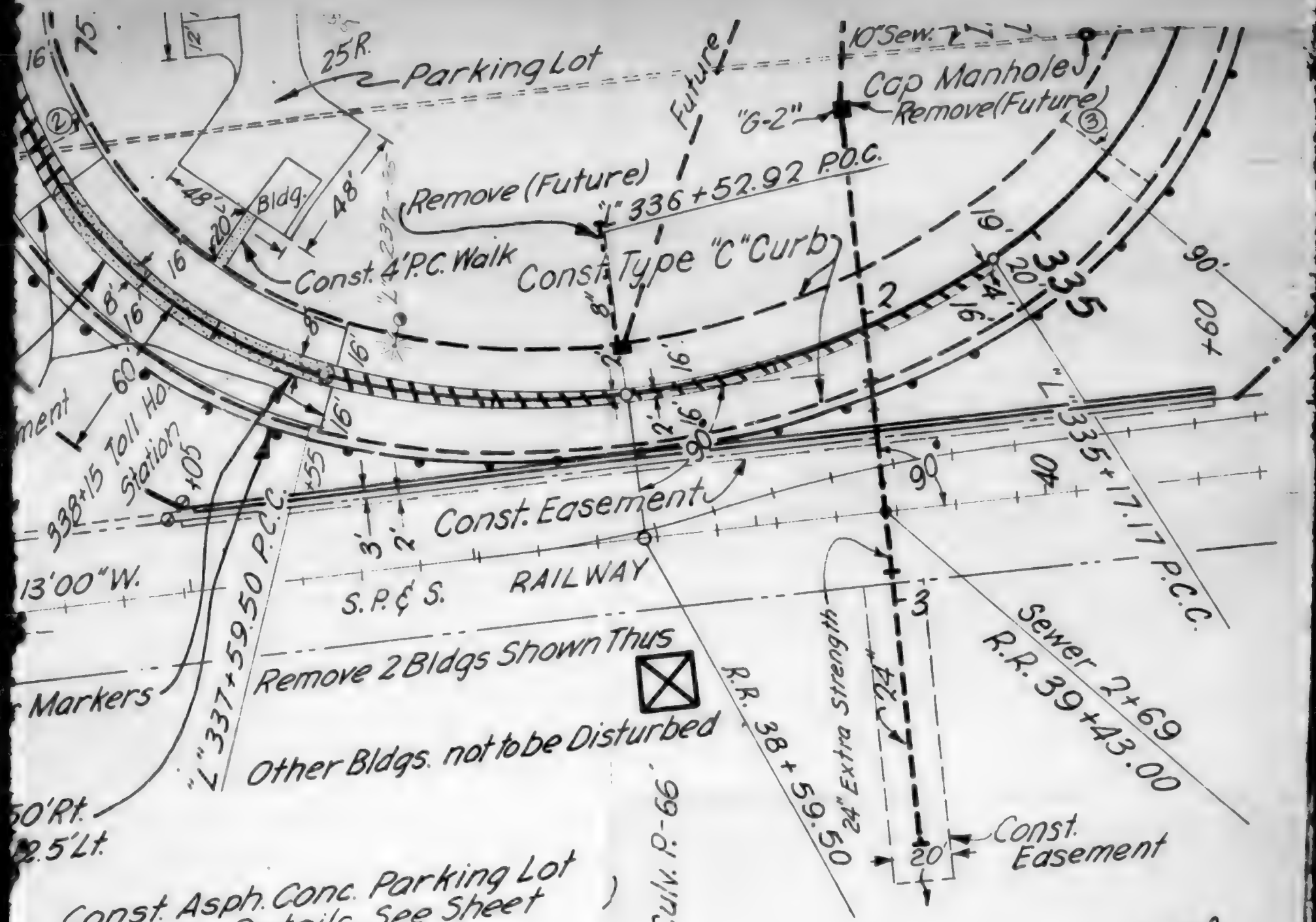
"L" Line
36° C.R.
Δ 68° 41'
T 108.73'

RR Sta. 37+05 to 40+60
Const. Reinf. Conc. Retaining Wall
Class "A" Conc.
Metal Reinf.
Str. Exc.
Dwg. Nos.

Conc. Dr., Type "A" Mod.

Width

Sta. 13+00 to Sta. 343+45
Inst. 15" Sewer Pipe - 352'
Dr. Exc. 196 C.Y.



336+53
Const. Type "G" Inlet Rt.
Inst. 8" Sew. Pipe - 42'
Dr. Exc. 5 C.Y.

R.R. 39+43
Inst. 24" Extra Strength Conc. Culv. P.-66'
Inst. 24" Sewer Pipe - 190'
Const. Type G-2 Inlet
Dr. Exc. 220 C.Y.

"L" Line
20° C.R.
Δ 48° 28"
T 128.95'

"L" Line
36° C.R.
Δ 101° 51'
T 196.36

336+53
Const. Type "G" Inlet Rt.
Inst. 8" Sew. Pipe - 42'
Dr. Exc. 5 C.Y.

R.R. 39+43
Inst. 24" Extra Strength Conc. Culv. P. - 66'
Inst. 24" Sewer Pipe - 190'
Const. Type G-2 Inlet
Dr. Exc. 220 C.Y.

"L" Line
20° C.R.
48° 28"
T 128.95'

"L" Line
36° C.R.
101° 51'
T 196.36

Asph. Conc. Parking Lot
Bldg. Details, See Sheet)

"L" 337+59.50 P.C.C.

Remove 2 Bldgs Shown Thus

Other Bldgs. not to be Disturbed

S.P.&S. RAILWAY

Const. Easement

38+59.50

24" Extra Strength

24"

20'

Const. Easement

Sewer 2+69
R.R. 39+43.00

"L" 335+17.17 P.C.C.

Const. 4' P.C. Walk

Const. Type "C" Curb

Remove (Future)

"L" 336+52.92 P.O.C.

Parking Lot

Future!

"G-2" Inlet

10" Sew.

Cap Manhole (Removal Future) ③

Bldg.

25' R.

12'

20'

48'

16'

8"

2'

3'

90'

40'

+05

+55

+60

90.

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DEC 2 - 1963
FOR FILING

November 29, 1963

Mr. Robert M. Bonney
Moffatt, Nichol & Taylor
Consulting Engineers
1845 N. E. Couch Street
Portland 14, Oregon

Dear Mr. Bonney:

Enclosed is an extract from the Astoria Bridge specifications that has to do with painting. I believe the paint that John referred to at Coos Bay was Formula 317-51, which is found on page 93.

We understand that a product known as "Dimetcote No. 4", which is manufactured by the Amercoat Corporation, 201 North Berry Street, Brea, California, is being used on the Golden Gate Bridge. The product, I believe, is quite expensive but apparently has a rather long life. Information in our files indicates that a gallon of this material costs $17 and will cover approximately 275 square feet. We understand that in large quantities, approximately 10 percent reduction in price can be obtained.

The Department's Formula No. 317-51 gives reasonably long life in all areas except along the Coast. Our experience indicates that two, three, or four years is about the best that can be expected of it in such locations as Coos Bay, Newport or Thomas Creek. Failure does not seem to be in the paint itself but due to the fact that moisture gets beneath it and causes loosening and scaling.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLPjms
enc.

cc Mr. Forrest Cooper

RECEIVED
DEC 2 - 1963
FOR FILING

FILE (-)
6491

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 26, 1963

SUBJECT: Kingston Avenue Connection
Oregon Coast Highway
City of Astoria

TO: Mr. H. S. Cox
County and City Engineer

Building

Attached is a copy of a report prepared by our appraiser concerning the reconstitution of Kingston Avenue in Astoria.

You will note from this report that the right of way necessary to construct the approach to the bridge will cost $11,850. In addition to this, it is necessary that we reconnect Kingston Avenue to Marine Drive. Our original design which consisted of a connection to the existing Kingston Avenue is estimated to cost $11,150.

The City of Astoria prefers that Kingston Avenue be reconnected on a plan which puts the street on the east and north side of the Tidewater bulk plant, and it is estimated that right of way for this facility would cost $18,375.

From these figures the estimated additional cost by using the city plan is $7,225. These figures refer to right of way cost only, and it is quite probable that construction cost will also be in the same relative relationship as the city's plan would require a longer street.

The above information was requested by you earlier this week.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

D. H. Moehring
Assistant Right of Way Engineer

NOTED
LLOYD P. SHAW

DHM:gc

Enclosure

cc - L. I. Lindas
L. P. Shaw

RECEIVED
NOV 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

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NOV 19 1963
FOR FILING

Shaw

For information and advice

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 6, 1963

~~Salem, Oregon~~

To: Mr. W. T. Wright
Right of Way Engineer
State Highway Building
Salem, Oregon

SUBJECT: File No. 35508-Tidewater Oil Co.
Astoria Bridge Approach Section
Oregon Coast Highway
Clatsop County

RECEIVED
NOV 15 1963
RIGHT OF WAY

Mr. Richard N. Newbre, of Tidewater Oil, called at the office this date with regard to the property which we need from Tidewater's installation at Astoria. This report is written to set forth the various factors affecting the settlement.

(1) Mr. Cox of County-City Relations reports to me this morning that the City of Astoria, as stated through Mr. Cunningham, flatly refuses to sign a City-State agreement ~~as to~~ which would set forth and separate the responsibilities of the State and the City toward Tidewater Oil Company.

(2) It is understood from Mr. Newbre that a tenative agreement was discussed that would commit the City to re-establish certain of Tidewater's facilities, estimated to cost $4,100, in exchange for a grant of right of way as needed for re-establishment of a city street through Tidewater property. Mr. Newbre claims that he submitted this proposal to his superiors in Los Angeles who summarily rejected the same.

(3) An offer of $12,700 was made by an agent of this office for the portion of the property taken by the State, but this erroneously included the amount necessary to relocate the facilities mentioned in Paragraph 3 above. Tidewater's Portland office was immediately notified of this however, and the offer retracted by letter of October 18. Fortunately the Los Angeles office had also summarily rejected the proposal and are inviting a settlement to be adjudicated by the courts. They have an appraisal in the amount of some $31,000 by Mr. Robert S. Newell of Portland.

(4) It is the intention of Tidewater, as relayed by Mr. Newbre from his Los Angeles superiors, to name both the State and the City in a suit attempting to recover damages jointly from both bodies. Mr. Newbre was told this morning, however, after consultation with Assistant Counsel G. E. Rohde, that this could only be done in the event that a written contract is executed by the City and the State setting forth the intentions of each in the proposed construction.

NOTED
LLOYD P. SHAW

11-18

I instructed Harlow to approach the City with our original plan at Associated. This takes City out of the picture.

(5) Tidewater Oil Company has further stated flatly through Mr. Newbre that they will under no circumstances consider any settlement with the City until after settlement with the State has been accomplished.

(6) As a further result of the absence of any written agreement specifying the separate responsibilities of the State and City in the takings to be made from Tidewater property, a true basis for appraisal is not available. The erroneous figure of offer that has already been made to Tidewater is a direct result of the lack of such a document.

It appears to this writer that the City of Astoria's unwillingness to enter into an agreement as to responsibility stems not so much from an unwillingness to make the commitment as it does from actualy inability to pay its share of the damage claim by Tidewater to its property. Being fully aware of this Tidewater is making every effort to get along with the City, but to regain the full amount of its estimated before and after difference from the only known source of money supply - the State Highway Department. They are claiming that the State Highway Department is basically responsible for all the damages; that relocation of the city street is merely an incidental factor, that very little if any of the responsibility is attributable to the City.

It would appear, therefore, that the principal weakness in our operation so far has been failure to secure an agreement in writing between the State and the City to determine the proportion of responsibility attributable to each. Until this is done there is no basis for a sound formal offer that could be made by the State to Associated, and later supported in court if necessary. Until this is done, some other design developed, or the State's needs and intentions declared independently of the City, this office can proceed no further with the formulation of an offer or negotiation of the same.

E. J. Benner
Right of Way Supervisor

EJB:iw

cc Mr. H. S. Cox
Mr. R. D. Asburry

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OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 8 1963
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STATE HIGHWAY ENGINEER

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OCT 16 1963
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6499

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

NOTED
R. L. PORTER

October 14, 1963

Spokane, Portland & Seattle Railway Company
1101 N. W. Hoyt Street
Portland, Oregon 97209

ATTENTION: Mr. W. P. Garrett

Re: 24-inch Sewer Lines
Astoria Approach to Interstate Bridge
Columbia, Hamburg and Kingston Avenues
Oregon Coast Highway - Clatsop County
YOUR FILE: 1019

Gentlemen:

This is in reply to your letter of September 25, 1963 in which you request information concerning the construction of the two 24-inch sewer lines which are planned to be constructed on this project to cross your right of way tracks at Railroad Stations 24+22 and 39+43.

I have discussed this with Mr. R. D. Asburry, Division Engineer in charge of this project, and Mr. D. J. Barbee, Assistant Construction Engineer, and they propose to give the contractor an alternate plan to either construct the pipes via the open cut method or by tunneling, whichever is satisfactory to the railroad.

We understand that there is no rail traffic on weekends, so it is conceivable that our contractor could use the open cut method at this time without interfering with your train traffic. However, we will specify all the usual safety precautions you may require for either method.

The cost of all work necessary to open, close and rehabilitate the tracks will be reimbursed to the railroad by the State. Flagging costs will also be reimbursed if work is performed during days on which trains are operating.

The City of Astoria will have no interest in this drainage system after it is constructed.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: R. L. Porter
L. P. Shaw
L. H. Young
R. D. Asburry

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OCT 16 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 1820

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

W. P. GARRETT
RIGHT OF WAY AND TAX AGENT

RIGHT OF WAY & TAX DEPARTMENT

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

H. E. HUDSON
ASSISTANT RIGHT OF WAY AND TAX AGENT

R. E. HAMILTON
TAX AGENT

September 25, 1963
File: 1019

State of Oregon
State Highway Department
Salem 10, Oregon

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Gentlemen:

Your letter of August 30, 1963 to Mr. H. F. Moy requesting permit to cross Spokane, Portland and Seattle Railway Company right of way at Astoria with two 24-inch storm sewer lines, has been referred tothis department for attention.

In order to be in position to issue a permit will you please advise if the pipes are to be placed by open cut method or by drilling through the roadbed section. In this connection will you also confirm the understanding that the State will pay for opening, closing and rehabilitating track and for our flagging costs.

For our information we would also be pleased to have you advise as to whether or not the City of Astoria will have any interest in this drainage system.

Yours very truly,

W P Garrett

Right of Way and Tax Agent

HEH/daj

CONSTRUCTION DIVISION
RECEIVED
SEP 27 1963

NOTED-- ☐ CE ☐ ACE ☐ ACE ☐ ☐ COS

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OCT 16 1963
FOR FILING

MISC. CONTRACTS and AGREEMENTS No.

Salem, Oregon
Sept. 6, 1963

Agenda Item 4-j

Utilities Relocation-Demolition Agr.
Interstate Bridge, South Approach
City of Astoria

Mr. H.S. Cox
County & City Engineer
O f f i c e

Attention: Mr. Don Harwell
Mapping & Records Engineer

Attached is a conformed copy of an agreement with the City of Astoria covering relocation of utilities and construction of Astoria Approach, Interstate Bridge section of Oregon Coast Highway in Clatsop County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Astoria.

Secretary

rn
Attach: 1

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OCT 1 1963
FOR FILING

Salem, Oregon
September 4, 1963

Reconstruction of Marine Drive
US101 - City of Astoria

Mr. F. D. Morgan
Construction Engineer
B u i l d i n g

Attention: D. J. Barbee

The County and City Division is having a rough time selling the City of Astoria on a facility which would permit parking on one side only. The City has verbally demanded that at least as much parking space be provided in the ultimate development as is available on the present roadway.

In view of the lack of progress with the City toward an agreement which would provide the type of roadway we prefer, will you please prepare enough background material; aerial photos, map, cross section, cost, and anything else pertaining thereto, such as bad accident records, etc. on this section.

Also, I would appreciate your opinion of the effect of constructing extra lanes only at the bridge approach and leaving the roadway from and into the City in its present condition.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

CITY OF ASTORIA OREGON
FOUNDED · 1811

OFFICE OF THE CITY MANAGER

REFERRED TO
Shaw
Show me a map of this
condition plans.

August 23, 1963

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

At the regular meeting of the Astoria city council on Monday, August 19, members of the council discussed once again the parking prohibition on the north side of Marine Drive. During the discussion it was pointed out that the property owners, particularly those who have business establishments, have protested this no-parking and their position has not changed since the time of the public hearing in February, 1962. It was the judgment of the council that the parking prohibition as proposed by the state in the construction of Marine Drive would cause businessmen in the area to suffer to a great extent. It was brought out that on occasion the city has been told that it is the policy of the state to provide the same facilities after a project that were available before the project was initiated and parking is available at the present time and therefore should be available on the north side of the highway, as well as the south side, when the project has been completed. It was also stated that delivery trucks and service trucks must have facilities along the north side of Marine Drive to stop at the various business establishments.

Therefore, before an agreement is signed by the city, the Astoria city council requests the state highway department to survey this area and the parking situation once more and make every effort to provide parking facilities along the north side of Marine Drive from Columbia Avenue to Hamburg Avenue. As soon as a survey of this area has been completed and a report is available we would appreciate knowing the results.

Thank you for your assistance and consideration.

Sincerely,

THE CITY OF ASTORIA

By: William H. Cunningham
William H. Cunningham,
City Manager

WHC:emb

RECEIVED
AUG 26 1963
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

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AUG 30 1963
FOR FILING

OREGON TO INTERSTATE BOUNDARY
COLUMBIA AVE. & HAMBURG AVE. AND
KINGSTON AVE.

Section _____ Approx. _____ Highway OREGON COAST (FA 2) County CLATSOP

Res. Engr. E. J. HALL _____ Length of Project 1.1 Miles. Sta. _____ to Sta. _____

TYPICAL SECTIONS Traffic Classif. _____

NEW WORK

1½" of A.C. (Future when required.)
1½" of top course A.C.
2" of bottom course A.C.
2" of 3/4"-0 Level course

EXISTING ROADWAY

1½" minimum A.C. over
Leg. (Entire all
(for leveling)

(1)

Typical Soil

50	[illegible]
[illegible]	Pit
40	% Fine
26	% Gravel
7	% Coarse Sand
9	% [illegible] sand
33	% Silt
25	% [illegible]
41	"R" Value (Corrected)

AASHO Classif. - A-7-6 (13)

6" of crushed base
12½" of Selected Subgrade Material. (Same-Same requirements as N. Unit Astoria-Clatsop Rites, Contract #5[illegible].)

(1)

Silty Clay

FINISH
VARIOUS WIDTH
1" [illegible] A.C. (WEST
8" P.C.C.) Planed in 1940 (Info
5" Base) from [illegible])

Design Traffic Classif.	Total Thickness Requirements
HEAVY	21"
MEDIUM [illegible]	17½"
[illegible]	15"
LIGHT	11½"

NEW WORK

NEW SECTION

PROPOSED MATERIAL SOURCE

Location	Lab. No.	S.C.	Type of Material	Size	% Pass [illegible] Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	% [illegible] Sand
Suitable material source to be determined by the Engineer.											

R. F. H.

Submitted by _____

Recommended _____

Recommended by _____

NOTED
LLOYD P. SHAW

PAVEMENT TYPE SELECTION

COLUMBIA AVE. - HAMBURG AVE. No. 2
OREGON COAST HIGHWAY
CLATSOP COUNTY
Prefix 8-1461

Principal Factors Governing Selection

Present 1980 % Heavy
Traffic Classification: V HEAVY ADT 7230+ ADT 14,400 Vehicles 5
(NOTE: Increase classification one step for heavy logging use)

Soil Characteristics: See design chart attached

Precipitation
Weather Frost Penetration _____ Annual RAINFALL 71"+

Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
Remarks: _____

Cost Comparisons: Not appropriate due to other factors

Secondary Factors Governing Selection

Adjacent Existing Pavements: Generally A.C.

Stage Construction: No problem

Depressed, Surface, or Elevated Design: Surface

Conservation of Aggregates: No problem

Stimulation of Competition: Not appropriate

Reconstruction Consideration: No problem

Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not appropriate

Traffic Safety: No problem

Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem

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AUG 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

CONCLUSION AND REMARKS:
Due to items 4 and 5 an A.C. Wearing Surface has been selected.

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AUG 23 1963
FOR FILING
File (20)
6477

August 22, 1963

Memo to Files:

Subject: Approach to Astoria Bridge
Columbia Avenue-Hamburg Avenue
(Astoria)Section
Oregon Coast Highway

August 19th, Johnny Graham from City and County Division and I attended a regular meeting of the Astoria City Council at which they had informed us they were going to take definite action regarding accepting or rejecting the proposed agreement regarding the construction of the subject projects which was presented to them at a previous council meeting.

Most of the agreement was routine with two items of controversy, namely the construction of the connection of Kingston Avenue and the elimination of parking on the North side of Marine Drive. The council voted to accept all of the routine matters and to the construction of the Kingston Avenue Section in accordance with what has been termed the "City Plan", which is when leaving Marine Drive going in a straight line Northerly across the railroad track thence paralleling the Northerly side of the railroad track in a Westerly direction to the Port of Astoria warehouse or, if they remove their warehouse, to the existing approach to the Seafair Cafe, etc.

The subject of eliminating the parking on the Northerly side of Marine Drive was kicked around quite thoroughly with much opposition to it. The City Council would not agree to eliminating the parking on the Northly side of Marine Drive, but would not take a vote for a definite decision. In lieu of this they said they would write the State Highway Engineer requesting him to further consider this matter to see if the State would not expand the project and include the parking area on the project.

R. D. Asburry
Division Engineer

RDA:jc
cc: R. L. Porter
Lloyd P. Shaw
D. J. Barbee
H. S. Cox

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AUG 20 1963
FOR FILING

August 19, 1963

Oregon State Highway Commission

Gentlemen:

An agreement with the City of Astoria covering relocation of utilities and construction of the Astoria Approach, Interstate Bridge Section of the Oregon Coast Highway, is presented for your consideration.

The agreement provides that the City shall relocate City-owned utilities located upon City streets or property, and that the State shall reimburse the City in the amount of the cost of such relocation.

The State, without cost to the City, shall relocate privately owned utilities located upon privately owned lands or rights of way as necessary to the project.

This project was approved April 3, 1962, and will cost about $7,80,000.

The agreement has been executed by authorized City officials and will be presented for your action at the August 29 Commission meeting. Your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Lloyd P. Shaw
Victor D. Wolfe
H. S. Cox
C. H. Maison
LPS:ajw bbc

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AUG 10 1963
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THE DAILY A

The Newspaper of the Great Sunset Empire

Vol. 91, No. 26

Astoria, Oregon, Tuesday, August 6, 1963

Lone Major

Disagreement over a proposed ban on parking on the north side of West Marine drive from Columbia to Hamburg appeared Monday night to be the major barrier to signing of an agreement between the city of Astoria and the state highway department covering details of construction of the Astoria bridge, bridge approach widening of West Marine drive to four lanes between Columbia and Hamburg.

The city council received a draft of the agreement at the Monday night council meeting and indicated agreement with all aspects other than the parking ban requested by the highway department.

Spectators at the meeting also expressed opposition to the parking ban, expressing fears that it might hamper business in the west end.

May Not Be Needed

R. D. Asbury and John Graham, who represented the highway department at the session, told councilmen that parking could be provided in the block from Columbia to Bay if the city finances construction of new curbs four feet north of the present curbs. If parking is banned there, no widening of the street will be necessary, they said.

Arnold Swanson, presiding at the meeting in the absence of Mayor Harry Steinbock, said he felt that elimination of the present parking space in that block represented an encroachment on business by the driving public so that the highway department, representing highway users, should provide for new parking space. But Asburry and Graham noted that the highway department is not permitt
pend money for that pur

Commission To Dec

Councilmen questioned
tives available if the cit
not to approve the par
The highway department
the decision would hav
made by the highway co
but might involve eith
ing the present two-lan
tween the Astoria and Y

Y ASTORIAN

wspaper of the Great Sunset Empire

Single Copies 10c

regon, Tuesday, August 6, 1963

Major Barrier Hinders Council

proposed
e north side
ve from Co-
ppeared Mon-
major barrier
greement be-
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uction of the
dge approach
arine drive to
Columbia and

eived a draft
the Monday
and indicat-
ll aspects oth-
ban requested
partment.

meeting also
to the park-
fears that it
ess in the west

Needed

ohn Graham,
highway de-
ion, told coun-
could be pro-
from Columbia
finances con-
urbs four feet
curbs. If park-
no widening of
necessary, they

presiding at the
sence of Mayor
aid he felt that
present parking
represented an
usiness by the
that the high-
presenting high-
provide for new
ut Asburry and
at the highway department is not permitted to expend money for that purpose.

Commission To Decide

Councilmen questioned alternatives available if the city decided not to approve the parking ban. The highway department men said the decision would have to be made by the highway commission but might involve either retaining the present two-lane street between the Astoria and Youngs bay bridges or adopting a plan for cooperative construction of parking areas by the city and highway department.

Additional right-of-way would be needed for parking space along the route except for the Bay to Columbia block, Asburry and Graham said.

The construction agreement now provides for relocation of Kingston avenue one block north of the present street and it is hoped that Tidewater Oil company will agree to provide right-of-way across their property for the street. The highway department plans to advertise in November for bids for the street relocation, it was indicated.

The highway department representatives said present plans call for painted dividers for the four-lane highway.

In other action, the city council:

—Set a public hearing for August 19 on a resolution to form an assessment district and improve McClure avenue. The district is to be assessed $13,478 of which city property will be assessed $6876.22. The city will pay an additional $2900 for grading and rocking, according to engineer's estimates.

—Set a public hearing on a request for a zone change for property near West Marine drive and Hamburg from public reserve to multiple residential. The change was recommended by the planning commission. The property is part of the tract on which Mr. and Mrs. John Chisholm plan to construct a motel, restaurant and cocktail lounge.

City Contract Given

—Awarded a contract to United Contracting company for patching, repairing and resurfacing city streets. The company's low bid was $12,312.50 for volume of asphaltic convrete and $20,700 for maximum volume. Only other bidder was Palmberg Paving company.

—Agreed to sell two tracts of city-owned land at public auction August 19. Minimum price of each is $150. One tract is near 19th between Jerome and Irving. No building, excavation or grading is permitted. Construction of a car port or garage is permitted on the second tract on Floral avenue.

Set a public hearing August 19 on proposed street vacation at 54th and Alder.

—Authorized the chairman and secretary of the library board to sign a lease renewal for the building housing the Astoria public library. It extends terms of the present lease until June 30, 1965, including the purchase option.

Reject Request

—Rejected, at the recommendation of Robert Anderson, deputy city attorney, a request from Carefree Homes, Inc., for refund of the firm's $500 bond prior to 90 days after expiration of the firm's license. The license is valid until the end of the year. A city ordinance provides for deposit of a bond by any solicitor licensed by the city. The company had notified the city government that it was no longer doing work here and had done no work here since May 13. However, Anderson noted that the bond is intended to protect customers of a solicitor against unsatisfactory work and that complaints might be received later.

—Referred to City Manager William Cunningham a proposed ordinance to repeal certain provisions of a city ordinance relating to minors entering, visiting or loitering in poolrooms.

Approve Payment

—Approved partial payment of $285,934.11 to Abrahamsen company and Wullger and Warila Logging company for work on the new water pipeline.

—Was informed by the city manager that Port Manager Richard Bettendorf has proposed a meeting Thursday at 3 p.m. between the city council and the port commission to discuss plans for Kingston avenue and disposition of a structure owned by the port which blocks proposed route of the street. Cunningham said Bettendorf had also proposed that the city manager and port manager hold preliminary discussions of possible transfer of the west end mooring basin from the port to the city.

RECEIVED
JUL 15 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
July 2, 1963

To: Tom Edwards
Ass't. Hwy. Engineer
B U I L D I N G

SUBJECT: Channelization
Astoria Bridge Approach
Astoria
drawing # 5-M-25

There is attached one copy of the plan for the Astoria Bridge ramp intersection in Astoria. On this plan has been shown the channelization and the manner in which it is believed it best be handled.

The islands in the existing City street are planned to be paint only. The same is true for the two triangular islands in the north throat of the intersection. On the bridge ramp, it is proposed that painted bars be used for the lead and a short section of raised markers at the immediate approach to the toll booth. From the toll booth to the City street the present plan calls for raised concrete median. It is proposed that this be eliminated and painted bars be used.

You will also note that it is proposed that this island be extended somewhat up to the normal stop bar location. This makes a somewhat tight turn for the left turn into the ramp but trucks can run over the nose of the painted island with no difficulty and it does pull the stop bar up to a more advantageous position.

Copy to Traffic
7-12-63

Approved 7/3/63
for L. L. McCarter
Asst. State Hwy. Engr.

Val Johnson
Traffic Control Engineer

VPJ:sm
Attachment

Steve
OK by you?
If so return
OK Steve

RECEIVED
JUL 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 26 1963

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
June 25, 1963

SUBJECT: File No. 35508-Tidewater Oil Company
Astoria Bridge Approach Section
Oregon Coast Highway
Clatsop County

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

O f f i c e

Attached is a copy of a report received in this office from Right of Way Supervisor Benner. Attached also is a report from Right of Way Agent Wilson to Mr. Benner.

You will note in this correspondence that our offer to Tidewater Oil Company will be $5,700. This covers only right of way which we need from Tidewater Oil to accommodate a ramp leading to the bridge. In addition to this figure, Tidewater will be damaged in the amount of $31,000 if they are to be accessed from the Kingston Avenue connection as proposed by the city of Astoria.

I feel that this matter has a definite bearing on any agreement which we might enter into with the city of Astoria and, in fact, might greatly influence the City in their proposed plan of access to the waterfront area.

We are not in a position to continue negotiations with Tidewater Oil Company until such time as a final plan is worked out.

L. I. Lindas
Chief Counsel

By D. H. Moehring
D. H. Moehring
Assistant Right of Way Engineer

DHM:jjm
Attachments
cc R. D. Asburry
F. D. Morgan
L. I. Lindas

Copies To Cox
7-2-63

NOTED
LLOYD P. SHAW

FORM E 50 5M 6-61 36061

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

.....Date May 24, 1963 .....

..... File ..... 3C ....

SUBJECT: File 33503 - Tidewater Oil Co.
Siuslaw River Bridge Approach Section
Oregon Coast Highway
Lincoln County

To: Mr. W. H. Wilson
Right of Way Agent
State Highway Department
Salem, Oregon

NOTED
D. H. MOEHRING

Attached hereto you will find a memorandum of Mr. Wilson's offer of our appraisal to Tidewater Oil Company for our proposed taking on the above-designated section.

As you are aware, there have been several proposals of plans of construction of the bridge approach which would necessitate elimination of access to Hinsdale Avenue or complete severing of that street and re-establishment of a city street northerly of and parallel to the railroad and connected to Bayshore Drive by a contemplated harbor improvement along the easterly side of Tidewater's property.

Under the latest plan this office was asked to appraise a parcel containing 8,625 square feet to be taken from the vacant area along the south side of Tidewater's buildings. Under the assumption that the City was to provide substitute street facilities, this parcel has been appraised by other offices affecting this vacant portion, which has limited our offer to Tidewater to $5,700. This obviously will result in a very unfair situation to Tidewater, if the City is unable to make up the depreciation caused by the necessity of re-establishing the bulk plant facilities and otherwise restrict their use of the property.

It further appears that the railroad company, as outlined in Mr. Wilson's memorandum, is inclined to resist the truck crossing of their tracks necessitated by the new city street construction, even if this is made available to the truck traffic. If the contemplated street plan is to become an accomplished fact, it also is not clear to this office how the revocation of such a permit could have any effect.

If the matter must now be recommended for condemnation and a second appraisal prepared by our staff for use in court, it would be greatly appreciated if we could secure precise instructions as to whether or not the State Highway Department, in its overall plan to replace a bridge at this position and thus cause alteration and resultant damage to this owner's property adjacent to that taking, is solely and primarily responsible for such damage and as to whether the same should be included in such an appraisal.

RECEIVED
JUN 19 1963
RIGHT OF WAY

Further, if the City and [illegible] legally responsible, what arrangement should be made to present Shadwater Oil Company a reasonable and composite offer of [illegible] that they can be sure of realizing under the proposed and final plan of construction.

L. J. Berner
Right of Way Supervisor

LJB:hr

cc Mr. L. I. Lindas
Mr. R. D. Asburry
Mr. E. J. Hall
Mr. Carl E. Smith

FORM E-30A—5CM—10-62 46023

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

.....

.....

SUBJECT:

To:

RECEIVED
APR 19 1971
RIGHT OF WAY

JNH:jr
3-15-63

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

6-6-6

In the Matter of the Application of the CITY OF ASTORIA, for authority to construct a crossing at grade over and across the right of way and tracks of the Spokane, Portland and Seattle Railroad Company, known as the RELOCATED KINGSTON AVENUE GRADE CROSSING, project, in the Southwest Quarter of the Southwest Quarter (SW¼SW¼) of Section 7, Township 8 North, Range 9 West, Willamette Meridian, Clatsop County, Oregon	APPLICATION No._____

The Applicant herein respectfully represents:

I

That the name and address of your Applicant are the City of Astoria, Astoria, Oregon.

II

That this application is made pursuant to ORS 763.010 and ORS 763.020.

III

That the Applicant proposes to relocate a portion of Kingston Avenue, a City street lying within the corporate limits of Applicant, as an incident to construction of the Astoria Bridge by the State Highway Commission. Construction of the proposed grade crossing will furnish access to various abutting owners and businesses which used the former location of Kingston Avenue. Said former right of way of Kingston Avenue shall be vacated upon completion of this project. The point of intersection of the centerline of said relocated Kingston Avenue and the centerline of the tracks, the angle of intersection and other pertinent engineering details appear upon two Oregon State Highway

Department Drawings entitled Vicinity Map and Profile, dated December 1961, revised March 1963, marked Exhibit "A", attached hereto and by this reference made a part hereof.

IV

That for the proper service and convenience of the public a grade crossing is necessary and sufficient. That the site of the proposed grade crossing is adjacent to the water front which consists of docks on pilings and filled areas so that neither an overcrossing nor an undercrossing is feasible.

V

That the following "persons " are affected by the proposed grade crossing: The City of Astoria, Oregon;, Spokane, Portland and Seattle Railroad Company; and Oregon State Highway Commission.

VI

That the annual average daily vehicular traffic using the proposed crossing is 450 vehicles; the traffic on the railroad consists of 10 train movements per day, of which 8 are switching movements.

VII

That the sight distances approaching the proposed crossing on the relocated Kingston Avenue are as follows:

From a point 40 feet Northerly of the proposed crossing	From a point 50 feet Southerly of the proposed crossing
East 600 feet	East 410 feet
West 1500 feet	West 620 feet

as shown on Exhibit "A".

VIII

That the Applicant proposes for the safety and protection of the public that the crossing be protected by installation of Public Utility

Commissioner's standard 1-R reflectorized cross-bucks. Railroad Advance Warning signs shall be installed at appropriate locations on each side of the crossing in compliance with ORS 483.044.

IX

That relocated Kingston Avenue is on an 8.40 per cent grade ascending from the North; nevertheless, the street will be approximately level for a distance of 50 feet both Northerly and Southerly from the centerline of the railroad track.

X

That the proposed grade crossing is located in the SW¼SW¼ of Section 7, Township 8 North, Range 9 West, Willamette Meridian, Clatsop County, Oregon.

XI

That inasmuch as this is a new crossing of an existing railroad, no benefit will accrue to the Railroad therefrom so that no contribution from the Railroad is sought to defray construction costs of said project.

Applicant proposes that the construction and financing of the project be handled as follows:

(a) The State Highway Department shall prepare plans and specifications, award a contract or contracts for the construction of the proposed crossing and supervise the construction thereof.

(b) Applicant shall furnish the right of way for the relocated Kingston Avenue.

(c) Applicant shall exercise jurisdiction and control over relocated Kingston Avenue and the crossing upon completion thereof.

(d) Applicant shall maintain said street, except for the area between the rails and for a distance of two feet extending from the outer edge of each of the rails.

(e) Applicant shall reimburse respondent Railroad for its costs incurred in connection with this project, except for the preparation of the crossing to receive asphaltic concrete surfacing materials. (see (g) below).

(f) Railroad shall furnish such flagmen, watchmen, engineering and inspection services as are required.

(g) Railroad,at its own expense, shall prepare its roadbed and install preservative treated ties to receive an asphaltic concrete surface thereon; said surfacing to be installed by State Highway Department,or its contractor, between wooden headers furnished by and installed by the Railroad to provide flangeways and to retain the asphaltic concrete in place.

(h) At its sole cost, Railroad shall maintain the railroad ties, ballast, headers, cross-bucks and other railroad facilities.

WHEREFORE, Applicant prays for an order authorizing construction in accordance herewith and for such further order or orders as may be proper in the premises.

Dated at Astoria, Oregon, this 6 day of ~~March~~ June, 1963.

CITY OF ASTORIA

By Harry M Steinbock
Mayor

By Dale F Curry
City Recorder

JNH:jr
3-15-63

STATE OF OREGON)
) ss
County of Clatsop)

I, Harry M. Steinbock, being first duly sworn, say that I am the Mayor of the City of Astoria, and that the foregoing Application is true as I verily believe.

Harry M Steinbock
Mayor

Subscribed and sworn to before me this 6th day of June ~~March~~, 1963.

Notary Public for Oregon
My commission expires: AUG 19 1964

RECEIVED
MAY 20 1963
FOR FILING

May 17, 1963

Mr. H. F. Hoy, Chief Engineer
Spokane, Portland and Seattle Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Mr. Hoy:

Reference is made to past correspondence relative to the effect of the Astoria Bridge construction on facilities of the Spokane, Portland and Seattle Railway Company. We are submitting herewith drawings and descriptions of easements that the Highway Department would like to acquire from your company covering this construction.

Parcel No. 1 is an easement for the bridge structure to cross over your facilities at Railroad Station 24+00. Parcel No. 2 is a temporary easement for the duration of the project to provide access to one of the bridge piers. Parcel No. 3 is also a temporary easement to permit construction of a retaining wall between Railroad Stations 37+00 and 40+60. You will note that we have adjusted the location of this wall southerly so as to keep all of the permanent construction free of the railroad right of way.

The City of Astoria has requested that our proposal for a connection to Kingston Avenue be cancelled and that a new street be opened just southerly of the Tidewater plant. A sketch of this proposal is enclosed for your information. Our agreement with the City of Astoria will be that the acquisition of right of way and the petitioning for a Public Utility Commissioner order for a public crossing of your tracks is to be done by the City. The Highway Department will agree to pave the street on the area provided the City can secure the necessary right of way and a proper P.U.C. order.

Please consider this letter a formal application for the three parcels as described. Should further information or data be necessary, it will be promptly furnished at your request.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

bc: Mr. Forrest Cooper
Mr. F. D. Morgan

RLP:mm
enc.

DESCRIPTION

S. P. & S. Railroad

Astoria Bridge Approach Section

File No. 34556
RHB 5-8-63
8B-24-17
Oregon Coast Highway

Easements

PARCEL NO. 1 A permanent easement for structure over or on the following described parcel, to wit:

A parcel of land lying in Section 7, Township 8 North, Range 9 West, W.M., Clatsop County, Oregon; the said parcel being that portion of said Section 7 lying within the 50 foot right of way of the S. P. & S. Railroad and included in a strip of land 50 feet in width, 25 feet on each side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 300+00, said Station being 1455.07 feet North and 1022.65 feet West of the Northwest corner of the McClure D.L.C., Township 8 North, Range 9 West, W.M.; thence South 17° 01' 30" East, 1238.55 feet to Station 312+38.55, which Station equals Station 24+00 on the center line of said railroad; thence continuing South 17° 01' 30" East, 109.37 feet to Station 313+47.92.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 0.06 acre.

PARCEL NO. 2 A temporary easement for duration of project for excavation for footing over or on the following described parcel, to wit:

A parcel of land lying in Section 7, Township 8 North, Range 9 West, W.M., Clatsop County, Oregon; the said parcel being a strip of land extending from the Easterly line of Parcel No. 1 to a line at right angles to the center line of the S. P. & S. Railroad at Engineer's Station 23+50; said strip of land being 10 feet in width lying between lines which are parallel to and 15 feet Northwesterly and 25 feet Northwesterly of said center line.

The parcel of land to which this description applies contains 200 square feet.

PARCEL NO. 3 A temporary easement for duration of project for construction of retaining wall over or on the following described parcel, to wit:

A parcel of land lying in Section 7, Township 8 North, Range 9 West, W.M., Clatsop County, Oregon; the said parcel being a strip of land extending from a line at right angles to the center line of the S. P. & S. Railroad at Engineer's Station 37+00 to a line at right angles to said center line at Engineer's Station 40+60, said strip of land being 2 feet in width lying between lines which are parallel to and 23 feet Southeasterly and 25 feet Southeasterly of said center line.

The parcel of land to which this description applies contains 0.02 acre.

DESCRIPTION

S. P. & S. Railroad

Astoria Bridge Approach Section

File No. 34556
RHB 5-8-63
8B-24-17
Oregon Coast Highway

Easements

PARCEL NO. 1 A permanent easement for structure over or on the following described parcel, to wit:

A parcel of land lying in Section 7, Township 8 North, Range 9 West, W.M., Clatsop County, Oregon; the said parcel being that portion of said Section 7 lying within the 50 foot right of way of the S. P. & S. Railroad and included in a strip of land 50 feet in width, 25 feet on each side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 300+00, said Station being 1455.07 feet North and 1022.65 feet West of the Northwest corner of the McClure D.L.C., Township 8 North, Range 9 West, W.M.; thence South 17° 01' 30" East, 1238.55 feet to Station 312+38.55, which Station equals Station 24+00 on the center line of said railroad; thence continuing South 17° 01' 30" East, 109.37 feet to Station 313+47.92.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 0.06 acre.

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A parcel of land lying in Section 7, Township 8 North, Range 9 West, W.M., Clatsop County, Oregon; the said parcel being a strip of land extending from the Easterly line of Parcel No. 1 to a line at right angles to the center line of the S. P. & S. Railroad at Engineer's Station 23+50; said strip of land being 10 feet in width lying between lines which are parallel to and 15 feet Northwesterly and 25 feet Northwesterly of said center line.

The parcel of land to which this description applies contains 200 square feet.

PARCEL NO. 3 A temporary easement for duration of project for construction of retaining wall over or on the following described parcel, to wit:

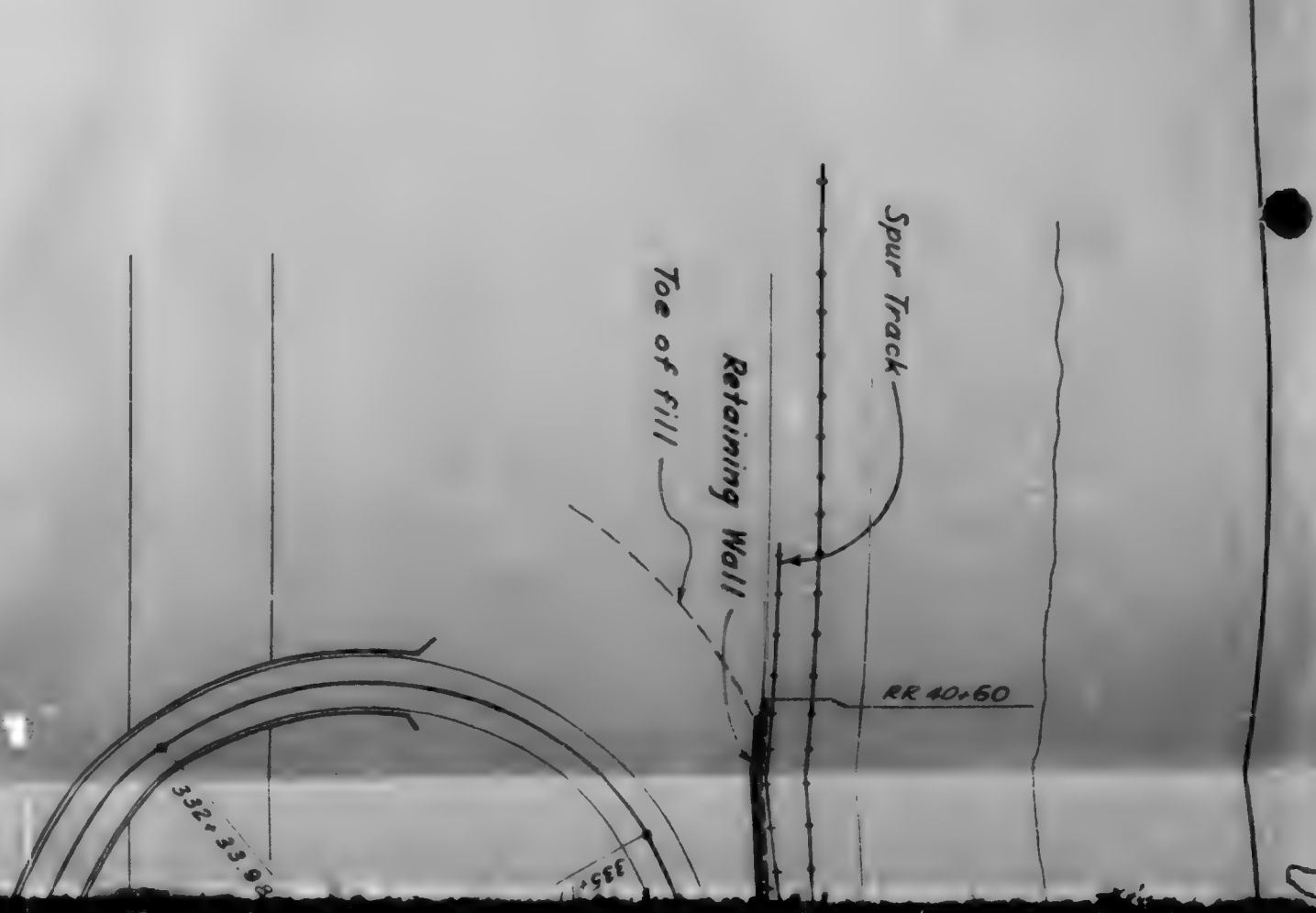
A parcel of land lying in Section 7, Township 8 North, Range 9 West, W.M., Clatsop County, Oregon; the said parcel being a strip of land extending from a line at right angles to the center line of the S. P. & S. Railroad at Engineer's Station 37+00 to a line at right angles to said center line at Engineer's Station 40+60, said strip of land being 2 feet in width lying between lines which are parallel to and 23 feet Southeasterly and 25 feet Southeasterly of said center line.

The parcel of land to which this description applies contains 0.02 acre.

mc/gw

FINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEY		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

88-52-5



T.8N., R.9W., W.M.

Ebb

Flood

RR 38+59.50
For X-Sec. See below

CONSTRUCTION EASEMENT

RR 37+00

2'

3

S. P. & S. R.R.

25'

25'

℄ Future Track

Toe of fill

335+17.17 P.C.C.

337+59.50 P.C.C.

339+50.29 P.T.

332+33.98 P.S.C.

329+93.98 P.S.

MARINE

A S T

and Rail

Ebb
Flood

Columbia River

Conc. Pier Pad

R/W

S. 59° 13' 00" W.

R/W

EASEMENT

S. 17° 01' 30" E.

10' CONSTRUCTION EASEMENT

1

2

25'

25'

313+47.92 P.S.

RR 23+50

HWY. RR

To Washington

ARINE DRIVE (TAYLOR AVE.)

To Cit

316+67.92 P.S.C.

321+92.40 P.T.

318+72.40 P.C.S.

COLUMBIA

T O R I A

Revised (Wall Position) May 19

10' CONSTRUCTION EASEMENT

(2)

HWY. 312+38.55 P.O.T.
RR 24+00 P.O.T.

City Center →

AVE.

COLUMBIA

OREGON STATE HIGHWAY DEPARTMENT

Located Line

HWY. ENCROACHMENT ON S.P. & S.

ASTORIA BRIDGE SOUTH APPROACH

OREGON COAST HIGHWAY

CLATSOP COUNTY

Scale 1" = 100' Feb., 1962 Rev. May

DRG. NO. 8B-25-2
R/W No. 8B-24-17
File No. 34556

← (2) Parcel No.

Red — Easement (Perm.)

Green — Construction Easement (Te

Revised (Wall Position) May 1963

OREGON STATE HIGHWAY DEPARTMENT

Located Line

HWY. ENCROACHMENT ON S.P.&S. RY. CO.

ASTORIA BRIDGE SOUTH APPROACH

OREGON COAST HIGHWAY

CLATSOP COUNTY

Scale 1" = 100' Feb., 1962 Rev. May 1963

DRG. NO. 8B-25-2
R/W No. 8B-24-17
File No. 34556

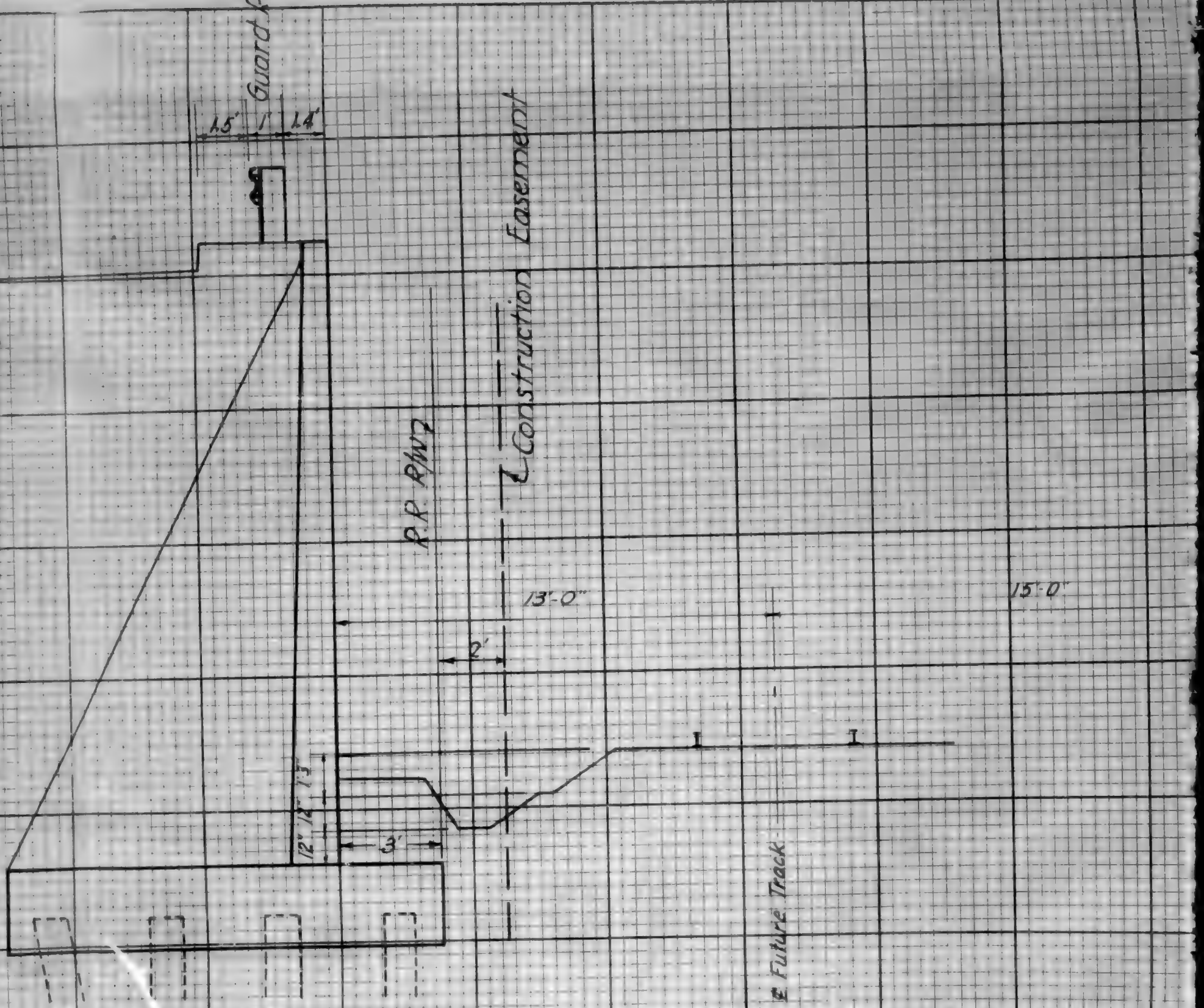
← (2) Parcel No.

Red — Easement (Perm.)

Green — Construction Easement (Temp.)

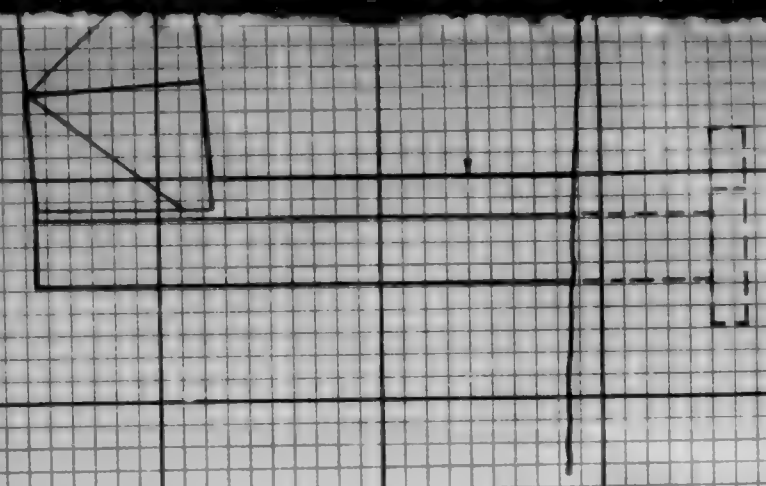
Astoria Bridge South Approach
Oregon Coast Hwy.

ORIGINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

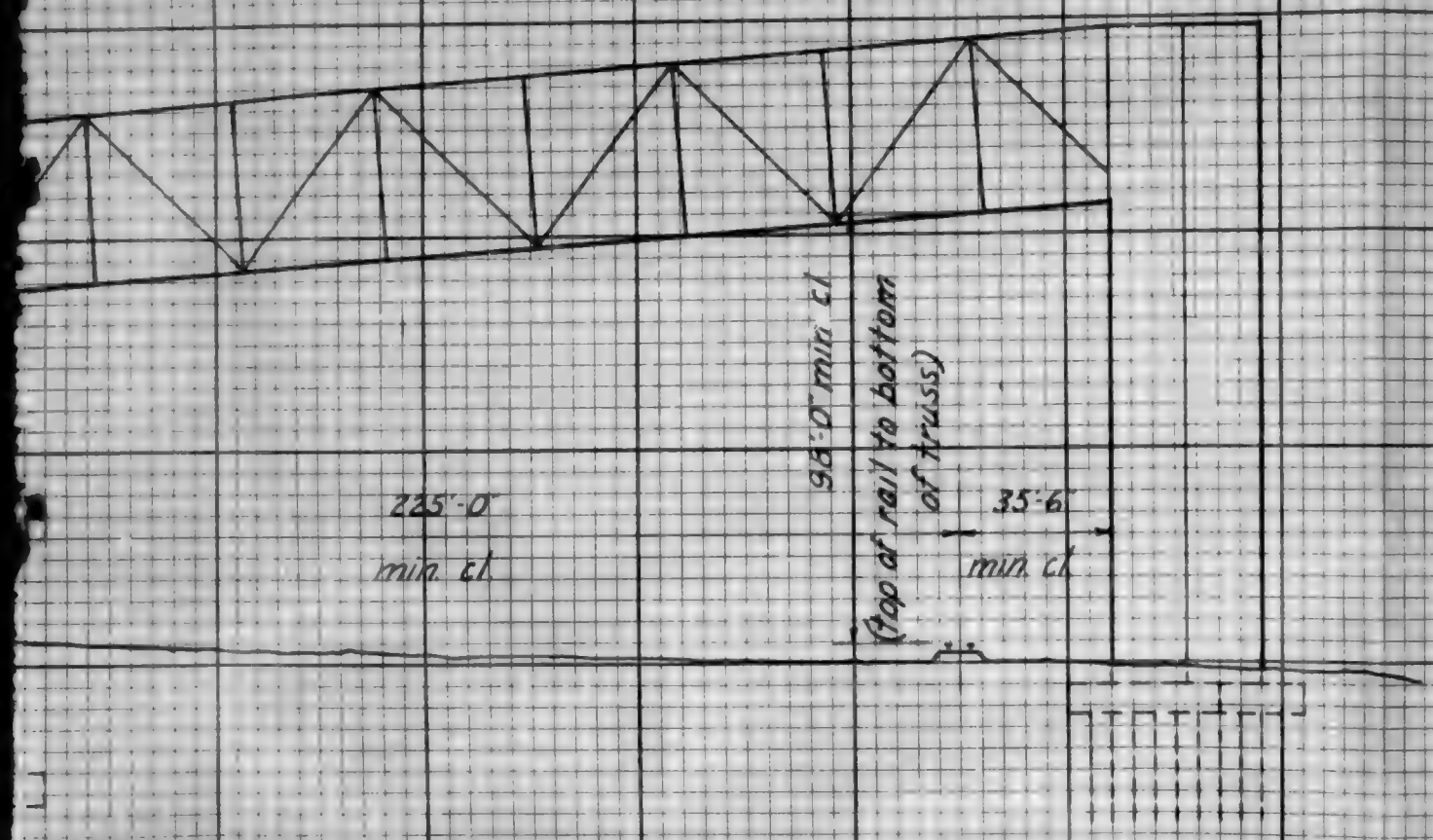


SECTION AT RR STA. 38+59.50

Scale 1/4" = 1'-0"



Existing Track



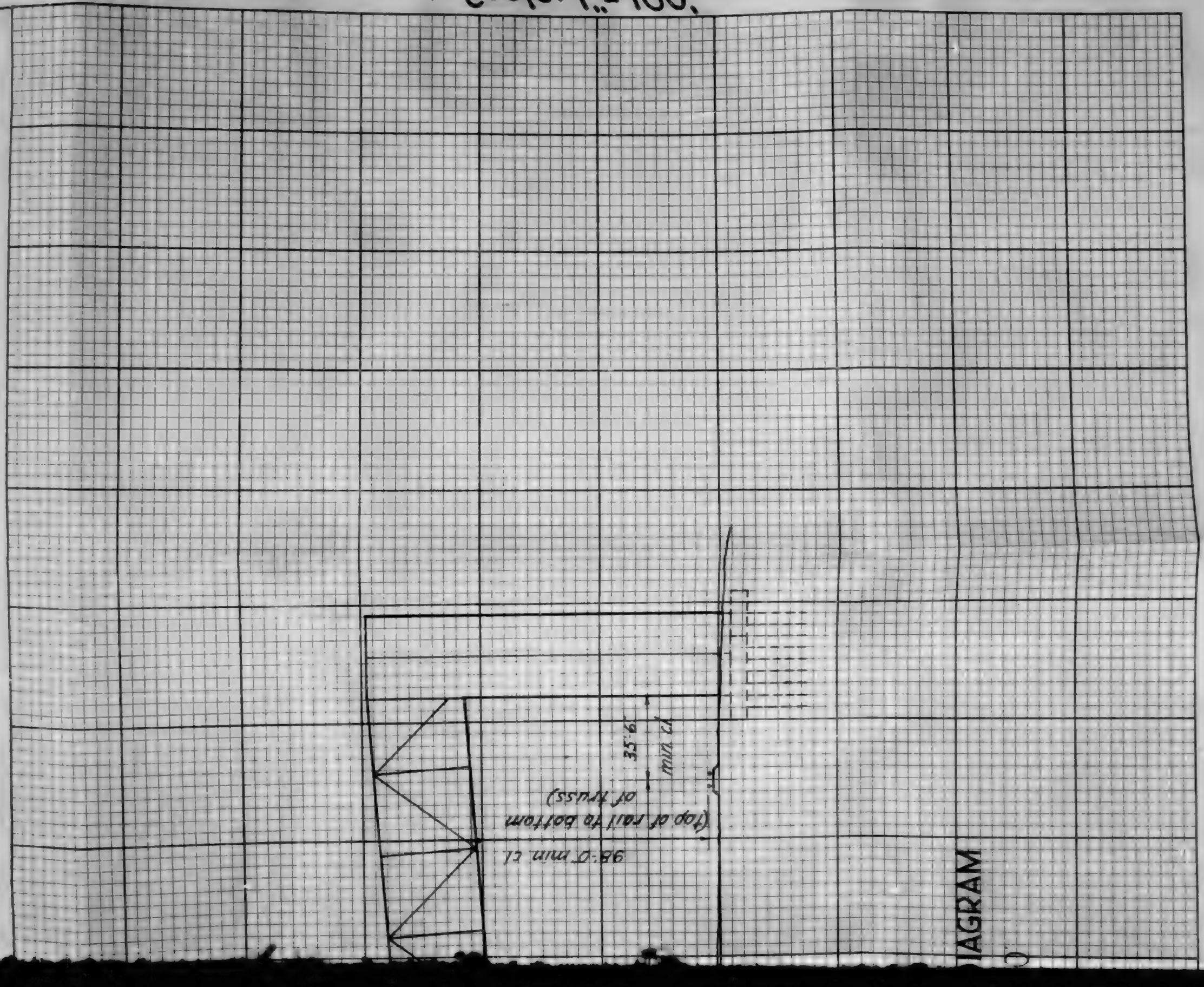
CLEARANCE DIAGRAM

Scale 1" = 50'

R. R. ENCLO.

SCALE: 1"=100'

8B-52-5



RECEIVED
MAR 4 - 1963
FOR FILING

March 1, 1963

Hon. William H. Holmstrom
State Representative
House of Representatives
State Capitol Building
Salem 10, Oregon

Dear Mr. Holmstrom:

Pursuant to your recent request, there are enclosed three copies of a drawing which indicate a proposed street connection to be used in lieu of Kingston Avenue in Astoria. This is in the vicinity of the Oregon approach to the Astoria-Megler Bridge.

The proposal would contemplate the construction of a 24-foot pavement, a three-foot shoulder area on one side, a curb and a four-foot sidewalk on the other side. Our estimate for the cost of this construction, exclusive of right of way, is $15,000.

Also enclosed are three copies of a property map that indicate what would be required in the way of right of way to contain this improvement. I am also enclosing three copies of descriptions for right of way to be obtained from the I.L.W.U. Local 50, the Union Fisherman's Co-op, the Tidewater Oil Company, and an easement from the S. P. & S. Railroad. You will note that the Union Fisherman's Co-op consists of two parcels and the Tidewater Oil Company also consists of two parcels.

In order to undertake this construction, it would also be necessary for the City of Astoria to petition the Public Utility Commissioner for a grade crossing of the S. P. & S. Railroad. If this matter is agreeable with the City, we will be glad to assist it in preparing exhibits and any other data necessary to accompany the PUC petition.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
R. L. Porter
Deputy State Highway Engineer

Encl.
RLP:fn
cc Forrest Cooper
Victor D. Wolfe
Ralph Sipprell

Form E-49

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

CITY STREET TO REPLACE KINGSTON AVE

OREGON APPROACH TO COLUMBIA RIVER BRIDGE

ASTORIA OREGON

2-26-63-TEL

ITEM →	UNIT	NET	ALLOW	GROSS Q	PRICE	COST	TOTAL
Com exc.	Cy	287	10%	316	1.25	395	
Borrow exc.	Cy	681		749	1.25	936	
Drainage exc.	Cy	36		40	3.00	120	
12" conc pipe	Lin ft.	108		119	2.50	298	
Conc. catch basin	Each	2		2	125.00	250	
Base	Cy	726		799	4.00	3196	
Lev 3/4"-0	Cy	165		182	4.50	819	
Sprinkling	Mgal	18		20	3.00	60	
Conc. in curbs.	Cy	16		18	60.00	1080	
Sidewalk	Sq Yd.	222		244	4.50	1098	
A-C	Ton	291		320	12.00	3840	
Binder agg	Ton	16		18	6.00	108	
" asph.	Ton	2.5		2.8	70.00	196	
						12,396	
		+ E&C 20%				2504	
							$ 14,900

Form E-49—

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

CITY STREET TO REPLACE KINGSTON AVE
OREGON APPROACH TO COLUMBIA RIVER BRIDGE
ASTORIA OREGON 2-26-62-TEEL

ITEM	→	UNIT	NET	ALLOW	GROSS Q	PRICE	COST	TOTAL
Com exc.		Cy	287	10%	316	1.25	395	
Borrow exc.		Cy	681		749	1.25	936	
Drainage exc.		Cy	36		40	3.00	120	
12" conc pipe		Lin ft.	108		119	2.50	298	
Conc. catch basin		Each	2		2	125.00	250	
Base		Cy	726		799	4.00	3196	
1-0 3/4"-0		Cy	165		182	4.50	819	
Sprinkling		Mgal	18		20	3.00	60	
Conc. in curbs.		Cy	16		18	60.00	1080	
Sidewalk		Sq Yd.	222		244	4.50	1098	
A-C		Ton	291		320	12.00	3840	
Binder-agg		Ton	16		18	6.00	108	
"	asph.	Ton	2.5		2.8	70.00	196	
							12,396	
			+ E&C 20%				2504	
								$ 14,900

Form E-49—

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

CITY STREET TO REPLACE KINGSTON AVE
OREGON APPROACH TO COLUMBIA RIVER BRIDGE
ASTORIA OREGON 2-26-62-TEL

ITEM	→	UNIT	NET	ALLOW	GROSS Q	PRICE	COST	TOTAL
Com exc.		Cy	287	10%	316	1.25	395	
Borrow exc.		Cy	681		749	1.25	936	
Drainage exc.		Cy	36		40	3.00	120	
12" co'e pipe		Lin ft.	108		119	2.50	298	
Conc. catch basin		Each	2		2	125.00	250	
Base		Cy	726		799	4.00	3196	
Cur 3/4"-0		Cy	165		182	4.50	819	
Sprinkling		Mgal	18		20	3.00	60	
Conc. in curbs.		Cy	16		18	60.00	1080	
Sidewalk		Sq Yd.	222		244	4.50	1098	
A-C		Ton	291		320	12.00	3840	
Binder agg		Ton	16		18	6.00	108	
"	asph.	Ton	2.5		2.8	70.00	196	
							12,396	
			+ E&C 20%				2504	
								$ 14,900

Form E-21—3M—12-62

OREGON STATE HIGHWAY DEPARTMENT

DESCRIPTION OF METES AND BOUNDS

35509-D
8B-24-17

Permanent To be obtained by City
Purchase ( ) Lease ( ) Easement (X) R. R. Encroachment ( ) Sale ( ) ..... (Other)

USE: R/W ( ) St. Pile ( ) Material Source ( ) Park ( ) Maint. ( ) ..... (Other)

Description prepared by HRS, 2-28-63 (Date); (State Purpose Railroad Crossing)

Owner S. P. & S. Railroad

Astoria Bridge Approach Section, Oregon Coast Highway.

A parcel of land lying in ~~the~~ ..... ~~of~~ Section 7, Township 8N, Range 9W, W. M., Clatsop County, Oregon, ~~and being a portion of that property described in that certain deed to~~ ....., ~~recorded in Book~~ ....., ~~Page~~ ..... ~~of~~ ..... ~~County Record of Deeds;~~ the said parcel being described as follows:

Beginning on the Southeasterly Right of Way line of the S. P. & S. Railroad at a point which is S 59° 13' 30" W, 21 feet from the intersection of said Southeasterly Right of Way line and the Northeasterly line of that property described in that deed to Tidewater Associated Oil Company, recorded in Book 138, Page 424 of Clatsop County Deed Records; thence N 59° 13' 30" E, along said Southeasterly Right of Way line, 50 feet; thence N 30° 46' 30" W, at right angles to said Southeasterly Right of Way line, 50 feet to the Northwesterly Right of Way line of said Railroad; thence S 59° 13' 30" W, along said Northwesterly Right of Way line, 75 feet; thence Southeasterly in a straight line to the point of beginning.

EWB
MAR 1 1963

Description prepared by HRS, 2-28-63 (Date); (State Purpose Railroad Crossing)

Owner S. P. & S. Railroad

Astoria Bridge Approach Section, Oregon Coast Highway.

A parcel of land lying ~~in the~~ ~~of~~ Section 7, Township 8N, Range 9W, W. M., Clatsop County, Oregon, ~~and being a portion of that property described in that certain deed to~~ ~~recorded in Book~~ ~~, Page~~ ~~of~~ ~~County Record of Deeds;~~ the said parcel being described as follows:

Beginning on the Southeasterly Right of Way line of the S. P. & S. Railroad at a point which is S 59° 13' 30" W, 21 feet from the intersection of said Southeasterly Right of Way line and the Northeasterly line of that property described in that deed to Tidewater Associated Oil Company, recorded in Book 138, Page 424 of Clatsop County Deed Records; thence N 59° 13' 30" E, along said Southeasterly Right of Way line, 50 feet; thence N 30° 46' 30" W, at right angles to said Southeasterly Right of Way line, 50 feet to the Northwesterly Right of Way line of said Railroad; thence S 59° 13' 30" W, along said Northwesterly Right of Way line, 75 feet; thence Southeasterly in a straight line to the point of beginning.

MAR 1 1963

~~Bearings used herein are based upon the Oregon Co-ordinate System, North South Zone.~~

The parcel of land to which this description applies contains 3125 square feet. ~~acres, of which~~ ~~acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and~~ ~~acres lie outside of the existing right of way.~~

State Printing 47803

Form E-21—325—12-62

OREGON STATE HIGHWAY DEPARTMENT

DESCRIPTION OF METES AND BOUNDS

35509-C-2
8B-24-17

Purchase (X) Lease ( ) Easement ( ) R. R. Encroachment ( ) Sale ( ) ..... (Other)

USE: R/W (X) St. Pile ( ) Material Source ( ) Park ( ) Maint. ( ) ..... (Other)

Description prepared by HRS, 2-28-63 (Date); (State Purpose .....)

Owner Tidewater Associated Oil Company

Astoria Bridge Approach Section, Oregon Coast Highway.

A parcel of land lying in ~~the~~ .....

.....~~of~~ Section 7, Township 8N, Range 9W, W. M.,

Clatsop County, Oregon, and being a portion of that property described in that

certain deed to Tidewater Associated Oil Company,

recorded in Book 138, Page 424 of Clatsop County Record of Deeds;

the said parcel being ~~described as follows:~~

that portion of said property lying Northwesterly of the S. P. & S. Railroad Right of Way and Southeasterly of a line which is parallel to and 50 feet Northwesterly of the Northwesterly Right of Way line of said Railroad.

RHB

MAR 1 1963

Description prepared by HRS, 2-28-63 (Date); (State Purpose)

Owner Tidewater Associated Oil Company

Astoria Bridge Approach Section, Oregon Coast Highway.

A parcel of land lying in ~~the~~

~~of~~ Section 7, Township 8N, Range 9W, W. M.,

Clatsop County, Oregon, and being a portion of that property described in that certain deed to Tidewater Associated Oil Company, recorded in Book 138, Page 424 of Clatsop County Record of Deeds; the said parcel being ~~described as follows:~~

that portion of said property lying Northwesterly of the S. P. & S. Railroad Right of Way and Southeasterly of a line which is parallel to and 50 feet Northwesterly of the Northwesterly Right of Way line of said Railroad.

~~Bearings used herein are based upon the Oregon Co-ordinate System, North South Zone.~~

The parcel of land to which this description applies contains 10,115 square feet. ~~acres, of which acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and acres lie outside of the existing right of way.~~

MAR 1 1963

State Printing 47802

Form E-31—20M—12-62

OREGON STATE HIGHWAY DEPARTMENT

DESCRIPTION OF METES AND BOUNDS

35509-C-1
8B-24-17

By City

Purchase (X) Lease ( ) Easement ( ) R. R. Encroachment ( ) Sale ( ) ..... (Other)

USE: R/W (X) St. Pile ( ) Material Source ( ) Park ( ) Maint. ( ) ..... (Other)

Description prepared by HRS, 2-28-63 (Date); (State Purpose .....)

Owner Tidewater Associated Oil Company

Astoria Bridge Approach Section, Oregon Coast Highway.

A parcel of land lying in ~~the~~ ..... ~~of~~ Section 7, Township 8N, Range 9W, W. M., Clatsop County, Oregon, and being a portion of that property described in that certain deed to Tidewater Associated Oil Company, recorded in Book 138, Page 424 of Clatsop County Record of Deeds; the said parcel being described as follows:

Beginning at the intersection of the Southeasterly Right of Way line of the S. P. & S. Railroad and the Northeasterly line of said property; thence S 59° 13' 30" W, along said Southeasterly Right of Way line, 21 feet; thence S 30° 46' 30" E, at right angles to said Railroad Right of Way line, 125 feet, more or less, to the Northeasterly line of said Tidewater Associated Oil Company property; thence Northwesterly along said Northeasterly line to the point of beginning.

2WB

MAR 1 1963

Description prepared by ..., 2-28-63, (State Purpose ...
(Date)

Owner Tidewater Associated Oil Company

Astoria Bridge Approach Section, Oregon Coast Highway.

A parcel of land lying in ~~the~~ ... ~~of~~ Section 7, Township 8N, Range 9W, W. M., Clatsop County, Oregon, and being a portion of that property described in that certain deed to Tidewater Associated Oil Company, recorded in Book 138, Page 424 of Clatsop County Record of Deeds; the said parcel being described as follows:

Beginning at the intersection of the Southeasterly Right of Way line of the S. P. & S. Railroad and the Northeasterly line of said property; thence S 59° 13' 30" W, along said Southeasterly Right of Way line, 21 feet; thence S 30° 46' 30" E, at right angles to said Railroad Right of Way line, 125 feet, more or less, to the Northeasterly line of said Tidewater Associated Oil Company property; thence Northwesterly along said Northeasterly line to the point of beginning.

P48

MAR 1 1963

~~Bearings used herein are based upon the Oregon Co-ordinate System, North South Zone.~~

The parcel of land to which this description applies contains 1315 square feet, (more or less.) ~~... acres, of which ... acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and ... acres lie outside of the existing right of way.~~

State Printing 47802

Form E-31—3M—12-62

OREGON STATE HIGHWAY DEPARTMENT

DESCRIPTION OF METES AND BOUNDS

35509-B-2
8B-24-17

By City

Purchase (X) Lease ( ) Easement ( ) R. R. Encroachment ( ) Sale ( ) ..... (Other)

USE: R/W (X) St. Pile ( ) Material Source ( ) Park ( ) Maint. ( ) ..... (Other)

Description prepared by HRS, 2-28-63 (Date); (State Purpose .....)

Owner Union Fisherman's Co-op

Astoria Bridge Approach Section, Oregon Coast Highway.

A parcel of land lying ~~in the~~ .....

~~of~~ Section 7, Township 8N, Range 9W, W. M.,

Clatsop County, Oregon~~, and being a portion of that property described in that certain deed to~~ .....,

~~recorded in Book~~ ....., ~~Page~~ ..... ~~of~~ ..... ~~County Record of Deeds;~~

the said parcel being described as follows:

Beginning at the intersection of the Southeasterly Right of Way line of the S. P. & S. Railroad and the Northeasterly line of that property described in that deed to the Tidewater Associated Oil Company, recorded in Book 138, Page 424 of Clatsop County Deed Records; thence N 59° 13' 30" E, along the Southeasterly line of said Railroad, 29 feet; thence N 30° 46' 30" W, at right angles to said Railroad Right of Way line, 100 feet to the Northwesterly Right of Way line of said Railroad and the true point of beginning; thence N 30° 46' 30" W, 50 feet; thence S 59° 13' 30" W, 14 feet, more or less, to the Northeasterly line of said Oil Company property; thence Southeasterly along said Northeasterly line to the Northwesterly Right of Way line of said Railroad; thence N 59° 13' 30" E, along said Northwesterly Right of Way line, 22 feet, more or less, to the true point of beginning.

AUG

MAR 1 1963

Description prepared by HRS, 2-28-63 (Date); (State Purpose)

Owner Union Fisherman's Co-op

Astoria Bridge Approach Section, Oregon Coast Highway.

A parcel of land lying ~~in the~~ ~~of~~ Section 7, Township 8N, Range 9W, W. M.,

Clatsop County, Oregon, ~~and being a portion of that property described in that certain deed to~~ ,

~~recorded in Book~~ , ~~Page~~ ~~of~~ ~~County Record of Deeds;~~

the said parcel being described as follows:

Beginning at the intersection of the Southeasterly Right of Way line of the S. P. & S. Railroad and the Northeasterly line of that property described in that deed to the Tidewater Associated Oil Company, recorded in Book 138, Page 424 of Clatsop County Deed Records; thence N 59° 13' 30" E, along the Southeasterly line of said Railroad, 29 feet; thence N 30° 46' 30" W, at right angles to said Railroad Right of Way line, 100 feet to the Northwesterly Right of Way line of said Railroad and the true point of beginning; thence N 30° 46' 30" W, 50 feet; thence S 59° 13' 30" W, 14 feet, more or less, to the Northeasterly line of said Oil Company property; thence Southeasterly along said Northeasterly line to the Northwesterly Right of Way line of said Railroad; thence N 59° 13' 30" E, along said Northwesterly Right of Way line, 22 feet, more or less, to the true point of beginning.

~~Bearings used herein are based upon the Oregon Co-ordinate System, North South Zone.~~

The parcel of land to which this description applies contains 900 square feet, (more or less.) ~~acres, of which~~ ~~acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and~~ ~~acres lie outside of the existing right of way.~~

State Printing 47802

A18

MAR 1 1963

Form E-81—3M—12-62

OREGON STATE HIGHWAY DEPARTMENT

DESCRIPTION OF METES AND BOUNDS

35509-B-1
8B-24-17

By City
Purchase (X) Lease ( ) Easement ( ) R. R. Encroachment ( ) Sale ( ) ..... (Other)

USE: R/W (X) St. Pile ( ) Material Source ( ) Park ( ) Maint. ( ) ..... (Other)

Description prepared by HRS, 2-28-63 (Date); (State Purpose .....)

Owner Union Fisherman's Co-op

Astoria Bridge Approach Section, Oregon Coast Highway.

A parcel of land lying in ~~the~~ ..... ~~of~~ Section 7, Township 8N, Range 9W, W. M., Clatsop County, Oregon, ~~and being a portion of that property described in that certain deed to~~ ....., ~~recorded in Book ....., Page ..... of ..... County Record of Deeds;~~ the said parcel being ~~described as follows:~~

bounded on the Southwesterly side by that property described in that deed to Tidewater Associated Oil Company, recorded in Book 138, Page 424 of Clatsop County Deed Records; bounded on the Southeasterly side by that property conveyed to I.L.W.U. Local #50, Building Association by deed recorded in Book 235, Page 602 of Clatsop County Deed Records; bounded on the Northwesterly side by the Southeasterly Right of Way line of the S. P. & S. Railroad, and bounded on the Northeasterly side by the following described line:

Beginning on the Southeasterly Right of Way line of said Railroad at a point which is N 59° 13' 30" E, 29 feet from the intersection of the Southeasterly Right of Way line of said Railroad and the Northeasterly line of said Tidewater Associated Oil Company property; thence S 30° 46' 30" E, at right angles to the Southeasterly Right of Way line of said Railroad, 122 feet, more or less, to the Northwesterly line of said Building Association property.

MAR 1 1963

Description prepared by HRS, 2-28-63 (Date); (State Purpose .....)

Owner Union Fisherman's Co-op

Astoria Bridge Approach Section, Oregon Coast Highway.

A parcel of land lying in ~~the~~ ..... ~~of~~ Section 7, Township 8N, Range 9W, W. M.,

Clatsop County, Oregon, ~~and being a portion of that property described in that certain deed to~~ .....,

~~recorded in Book~~ ....., ~~Page~~ ..... ~~of~~ ..... ~~County Record of Deeds;~~

the said parcel being ~~described as follows:~~

bounded on the Southwesterly side by that property described in that deed to Tidewater Associated Oil Company, recorded in Book 138, Page 424 of Clatsop County Deed Records; bounded on the Southeasterly side by that property conveyed to I.L.W.U. Local #50, Building Association by deed recorded in Book 235, Page 602 of Clatsop County Deed Records; bounded on the Northwesterly side by the Southeasterly Right of Way line of the S. P. & S. Railroad, and bounded on the Northeasterly side by the following described line:

Beginning on the Southeasterly Right of Way line of said Railroad at a point which is N 59° 13' 30" E, 29 feet from the intersection of the Southeasterly Right of Way line of said Railroad and the Northeasterly line of said Tidewater Associated Oil Company property; thence S 30° 46' 30" E, at right angles to the Southeasterly Right of Way line of said Railroad, 122 feet, more or less, to the Northwesterly line of said Building Association property.

~~Bearings used herein are based upon the Oregon Co-ordinate System, North South Zone.~~

The parcel of land to which this description applies contains 4760 square feet, (more or less.) ~~acres, of which~~ ..... ~~acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and~~ ..... ~~acres lie outside of the existing right of way.~~

MAR 1 1963

Form E-31—3M—12-62

OREGON STATE HIGHWAY DEPARTMENT

DESCRIPTION OF METES AND BOUNDS

35509-A
8B-24-17

By City
Purchase (X) Lease ( ) Easement ( ) R. R. Encroachment ( ) Sale ( ) ..... (Other)

USE: R/W (X) St. Pile ( ) Material Source ( ) Park ( ) Maint. ( ) ..... (Other)

Description prepared by HRS, 2-28-63 (Date); (State Purpose .....)

Owner I.L.W.U. Local #50, Building Association

Astoria Bridge Approach Section, Oregon Coast Highway.

A parcel of land lying in ~~the~~ .....

..... ~~of~~ Section 7, Township 8N, Range 9W, W. M.,

Clatsop County, Oregon, and being a portion of that property described in that certain deed to I.L.W.U. Local #50, Building Association, recorded in Book 235, Page 602 of Clatsop County Record of Deeds; the said parcel being ~~described as follows:~~

that portion of said property lying Southwesterly of a line which is parallel to and 24 feet Northeasterly of the following described center line:

Beginning on the Southeasterly Right of Way line of the S. P. & S. Railroad at a point which is N 59° 13' 30" E, 5 feet from the intersection of said Southeasterly Railroad Right of Way line and the Northeasterly line of that property described in that deed to Tidewater Associated Oil Company, recorded in Book 138, Page 424 of Clatsop County Deed Records; thence S 30° 46' 30" E, at right angles to the Southeasterly Right of Way line of said Railroad, 233 feet, more or less, to the Northwesterly line of Marine Drive.

Except therefrom the following described tract:

Beginning at the Southeast corner of Lot 20, Klosterman's Addition, a subdivision in Clatsop County; thence N 56° 53' E, 25.3 feet to the most Southerly corner of that property described in that deed to Tidewater Associated Oil Company, recorded in Book 138, Page 424 of Clatsop County Deed Records; thence continuing N 56° 53' E, along the Southeasterly line of said Oil Company property, 202.32 feet to the most Southerly corner of that property described in that deed to I.L.W.U. Local #50, Building Association, recorded in Book 235, Page 602 of Clatsop County Deed Records, and the true point of beginning; thence N 24° 30' W, along the Southwesterly line of said Building Association property, 27.2 feet; thence N 64° 47' E, 79.35 feet; thence N 78° 41' 05" E, 43.1 feet to the Southeasterly line of said Building Association property; thence S 56° 53' W, along the Southeasterly line of said Building Association property, 122.7 feet to the true point of beginning.

(Bearings used in the exception are deed bearings)

MAR 1 1963

Description prepared by HRS, 2-28-63 (Date); (State Purpose)

Owner I.L.W.U. Local #50, Building Association

Astoria Bridge Approach Section, Oregon Coast Highway.

A parcel of land lying in ~~the~~

~~of~~ Section 7, Township 8N, Range 9W, W. M.,

Clatsop County, Oregon, and being a portion of that property described in that certain deed to I.L.W.U. Local #50, Building Association, recorded in Book 235, Page 602 of Clatsop County Record of Deeds; the said parcel being ~~described as follows:~~

that portion of said property lying Southwesterly of a line which is parallel to and 24 feet Northeasterly of the following described center line:

Beginning on the Southeasterly Right of Way line of the S. P. & S. Railroad at a point which is N 59° 13' 30" E, 5 feet from the intersection of said Southeasterly Railroad Right of Way line and the Northeasterly line of that property described in that deed to Tidewater Associated Oil Company, recorded in Book 138, Page 424 of Clatsop County Deed Records; thence S 30° 46' 30" E, at right angles to the Southeasterly Right of Way line of said Railroad, 233 feet, more or less, to the Northwesterly line of Marine Drive.

Except therefrom the following described tract:

Beginning at the Southeast corner of Lot 20, Klosterman's Addition, a subdivision in Clatsop County; thence N 56° 53' E, 25.3 feet to the most Southerly corner of that property described in that deed to Tidewater Associated Oil Company, recorded in Book 138, Page 424 of Clatsop County Deed Records; thence continuing N 56° 53' E, along the Southeasterly line of said Oil Company property, 202.32 feet to the most Southerly corner of that property described in that deed to I.L.W.U. Local #50, Building Association, recorded in Book 235, Page 602 of Clatsop County Deed Records, and the true point of beginning; thence N 24° 30' W, along the Southwesterly line of said Building Association property, 27.2 feet; thence N 64° 47' E, 79.35 feet; thence N 78° 41' 05" E, 43.1 feet to the Southeasterly line of said Building Association property; thence S 56° 53' W, along the Southeasterly line of said Building Association property, 122.7 feet to the true point of beginning.

(Bearings used in the exception are deed bearings)

~~Bearings used herein are based upon the Oregon Co-ordinate System, North South Zone.~~

The parcel of land to which this description applies contains 4750 square feet, (more or less.) ~~acres, of which~~ ~~acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and~~ ~~acres lie outside of the existing right of way.~~

State Printing 47802

MAR 1 1963

Ent

T8N, R9W., W.M.
8B-24-17

O R S

AVENUE

MELBOURNE AVENUE

321+92.40 P.T.

rcated to Adj. Property Owners
177-659

DRIVE

35507
122.7'
20600
N78°41'05"E
43.1'

A S T O R I A

E

KINGSTON AVENUE

S 66°53'30" W

N 56°53'E

S 30°48'30" E

340+52

35507

122.7'

2060°

43.1'

9°41'05"E

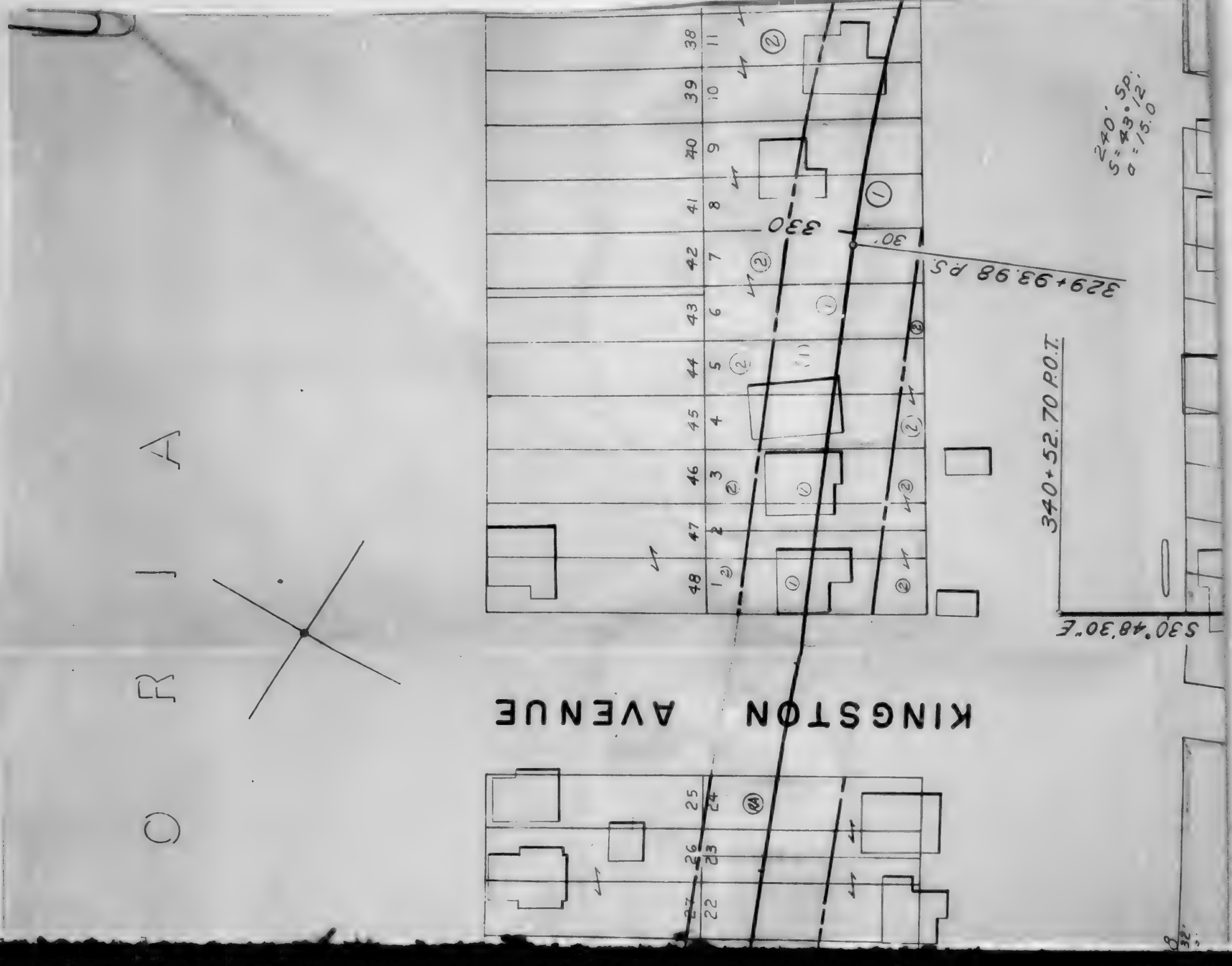
79.35

27.0'

35508

202.32'

8625°


ORIA
KINGSTON AVENUE
330'
30'
329+93.98 P.S.
240' SP.
S=43°12'
D=15.0
340+52.70 P.O.T.
S30°48'30"E
38
39
40
41
42
43
44
45
46
47
48
11
10
9
8
7
6
5
4
3
2
1
25
26
27
24
23
22

35507

N 78° 41' 05" E
122.7'
2060°

35509A

Union Fishermans Co-op
55 - 9
35 - 274

I.L.W.U. Local # 50
Building Ass'n.
235 - 602

35509B-1

P. & S. R.R.

BR 3+55.02 P.O.T.

35509B-2

Union Fishermans Co-op
55 - 9
35 - 274
77 - 100, 101

35507
122.7'
2060°
N78°41'05"E
43.1'
79.35
24'
35508
N56°53'E
202.32'
8625°
220'
S64°47'W
168'
N77°01'35"W
40.4'
S24°30'E
80'
N937,000
E1,151,500
S30°46'30"E
35509A
U. Local #30
ding Ass'n.
5-602
24'
26'
35509B-1
35509C-1
S59°13'30"W
35509D
75'
50'
35509B-2
+55.02 P.O.T.
24'
35509C-2
Co-op
Tidewater Assoc. Oil Co.
138-424
S30
339+5
KLOS
20
19
18
17
16
1
2
3
4
5
60'
A
(2)
60.

S30

339+50.29 P.T.

KLOSTERMANS

ADD.

34471

0.23 Ac.

136° CR
TΔ = 68°4'
R = 159.15'

337+59.50 P.C.C.

20° CR
TΔ = 48°28'
R = 286.48'

Uno Makey
171 - 312, 313

P.C.C.

20 19 18 17 16 15 14 13 12 11
1 2 3 4 5 6 7 8 9 10

60'

(2)

60'

N 10° 35' W 40.4

S 24° 30' E 88.8

90'

Port of Astoria
139 - 244, 245
139 - 171

C.R. R'w'y

Retaining Wall

16'

16'

20°CR

20°CR
$T_\Delta = 48°28'$
$L_{mc} = 242\frac{33}{100}$
$T_S = 128\frac{99}{100}$

36°CR

L 337+59.50 PCC

L 339+50 Park

L 335+17.11 PCC

Note: Curve widened as per Dwg. # 2093-A

36°CR
$\Delta = 101°57'$
$L_{mc} = 285.19$
$T_S = 128.99$

38°CR

12'

4'

2'

2'

Rev. 10'

240'SP
e=15
$\Delta = 43°12'$

240'SP

20:1

L 332+33

Driveway

Prop R/W ℄

S 59°13'30" W

24'

5

12

12

25'

S R R/W ℄

25

25

R.R. R/W ℄

3

2

12

72'

24'

10'

Prop R/W ℄

Curb ℄

Side walk

36"CR

Toll booth

Toll booth

Driveway

15'

7" Concrete Med

S 30°48'30" E

14'

16'

20'

12'

100' R

Toe Fill Slope

53' R

N 30°46'30" W

12

16'

Rev 2'-6"

Rev 2'-6"

Marine

14'

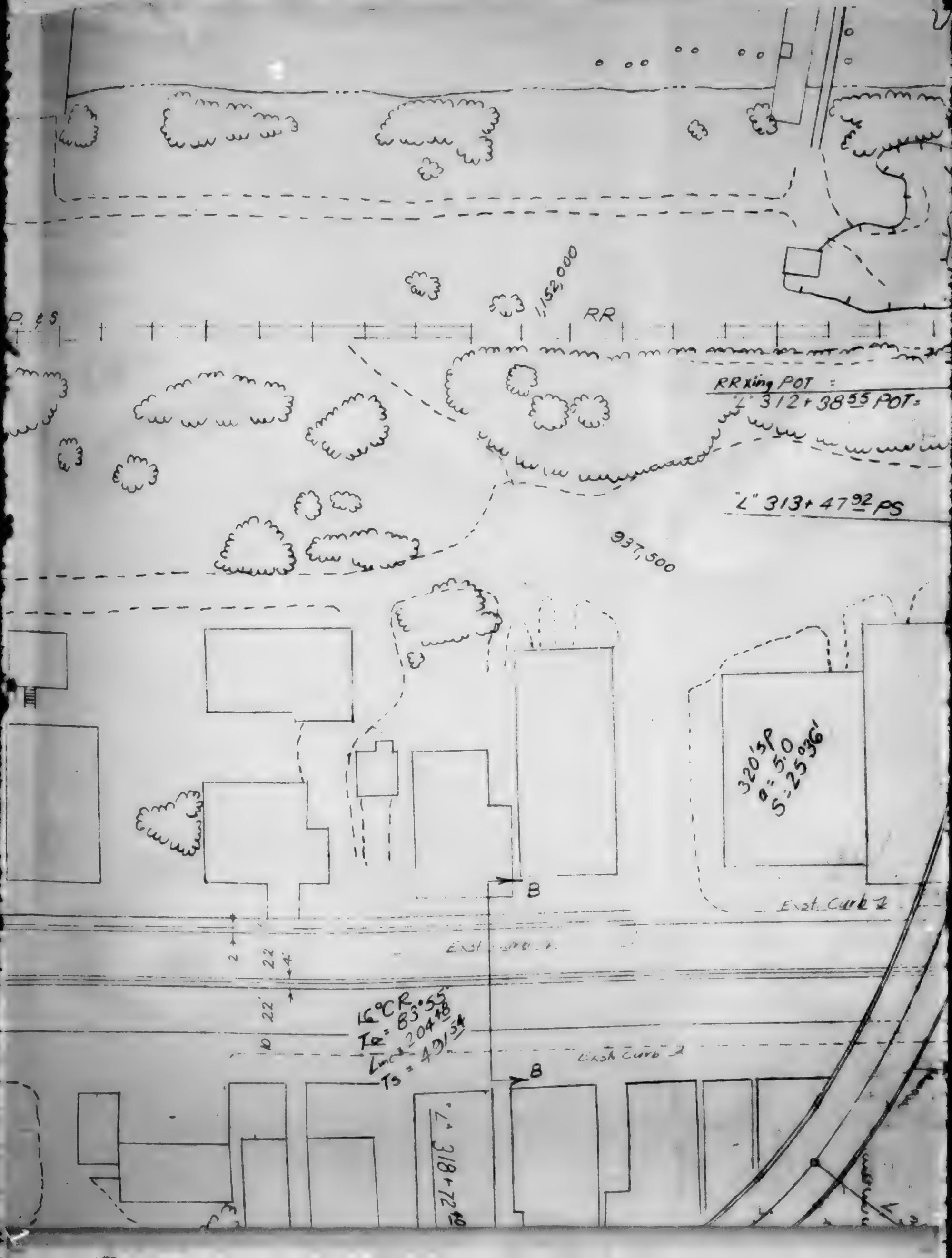
R.R. Sta
3+55

R/W

R.R. R/W

S.P.E.S

Drive


P. & S.
1,152,000
RR
RR Xing POT =
"L" 312+38.55 POT=
"L" 313+47.92 PS
937,500
320'SP
a = 5.0
S = 25°36'
B
East Curb "L"
East Curb "L"
22'
2'
4'
22'
16°CR
Ic = 83°55'
Lc = 204.48'
Ts = 401.34'
East Curb "L"
B
"L" 318+72.76

1,152,000

RR

RR xing POT =
"L" 312+38.55 POT=

"L" 313+47.92 PS

937,500

S11°01'30"E

320'SP

320'SP
a = 5.0
S = 25°36'

East Curb "L"

East Curb "L"

22'

16°CR 83.55'
Tc = 83.55'
Lc = 204.48'
Ts = 49.54'

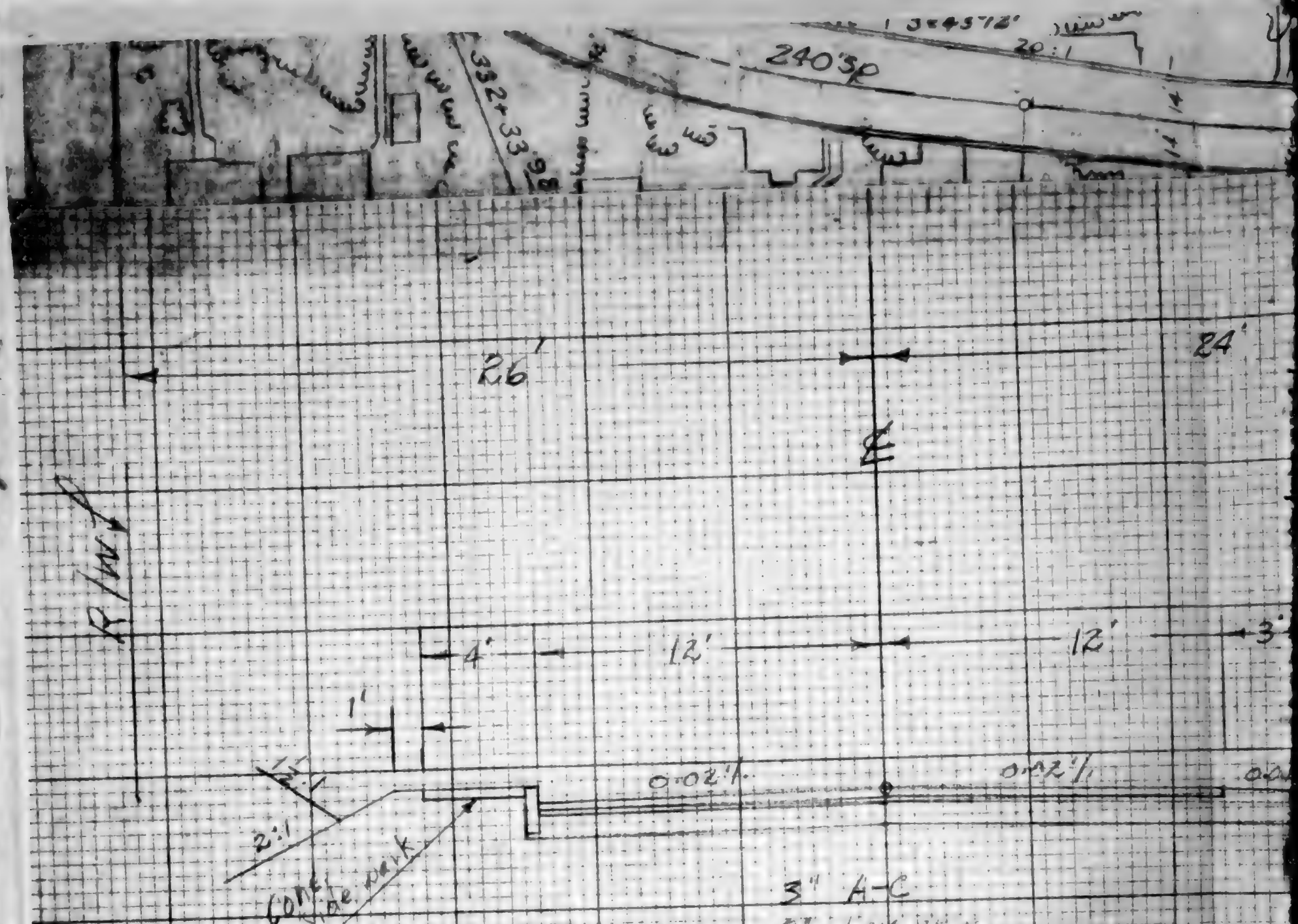
East Curb "L"

B

B

"L" 318+72.76

"L"



TYPICAL SECTION

STREET REVISION

To Replace

KINGSTON AVE

ASTORIA OREGON

E-28-4-T-EL

24'

24

22

20

18

16

14

12

3'

2%

160 22.80

2:1

1½:1

Finish grade on E

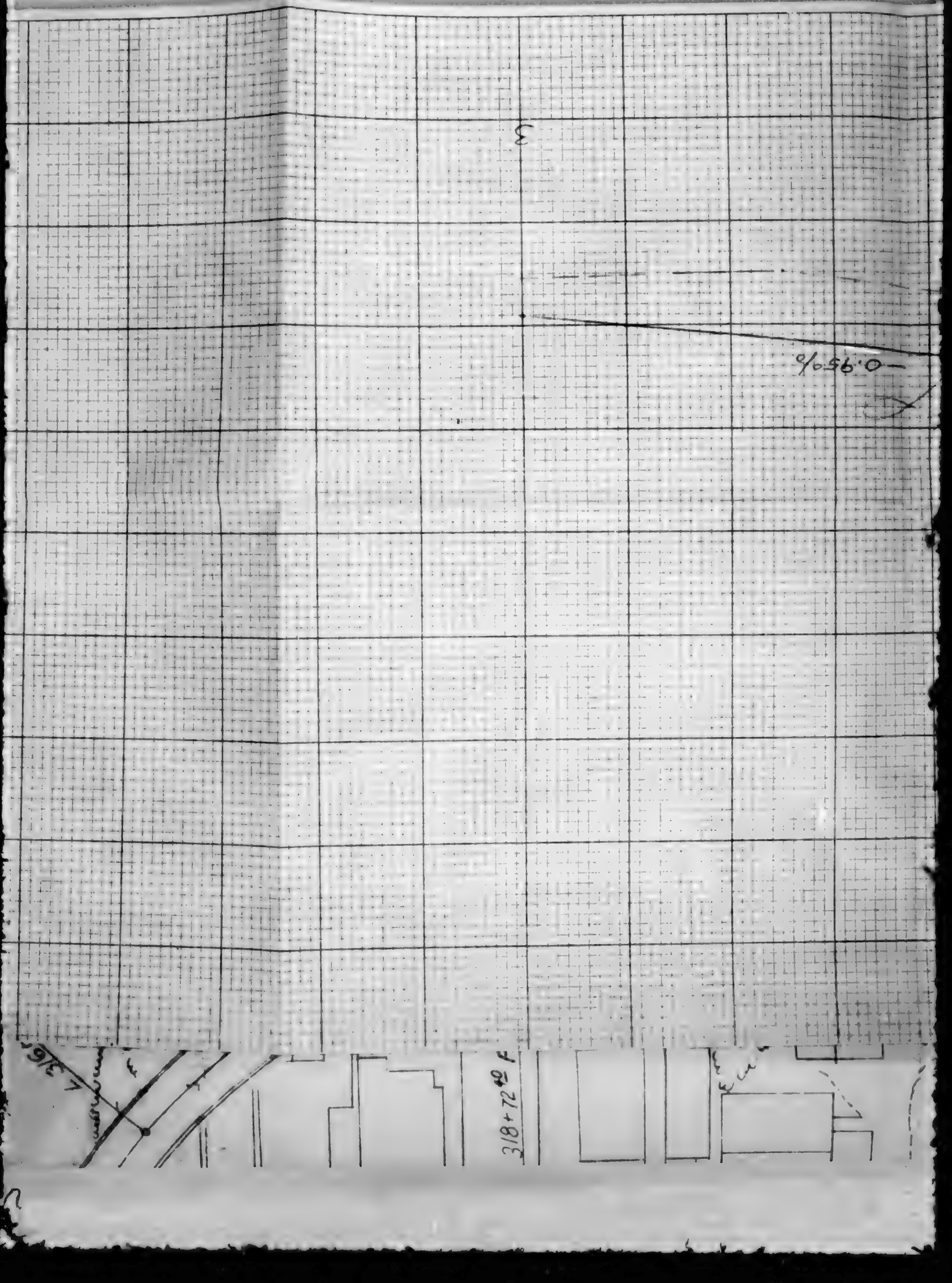
100 inc

8.4%

1% inc

+50 15.24

+60 22.80


E
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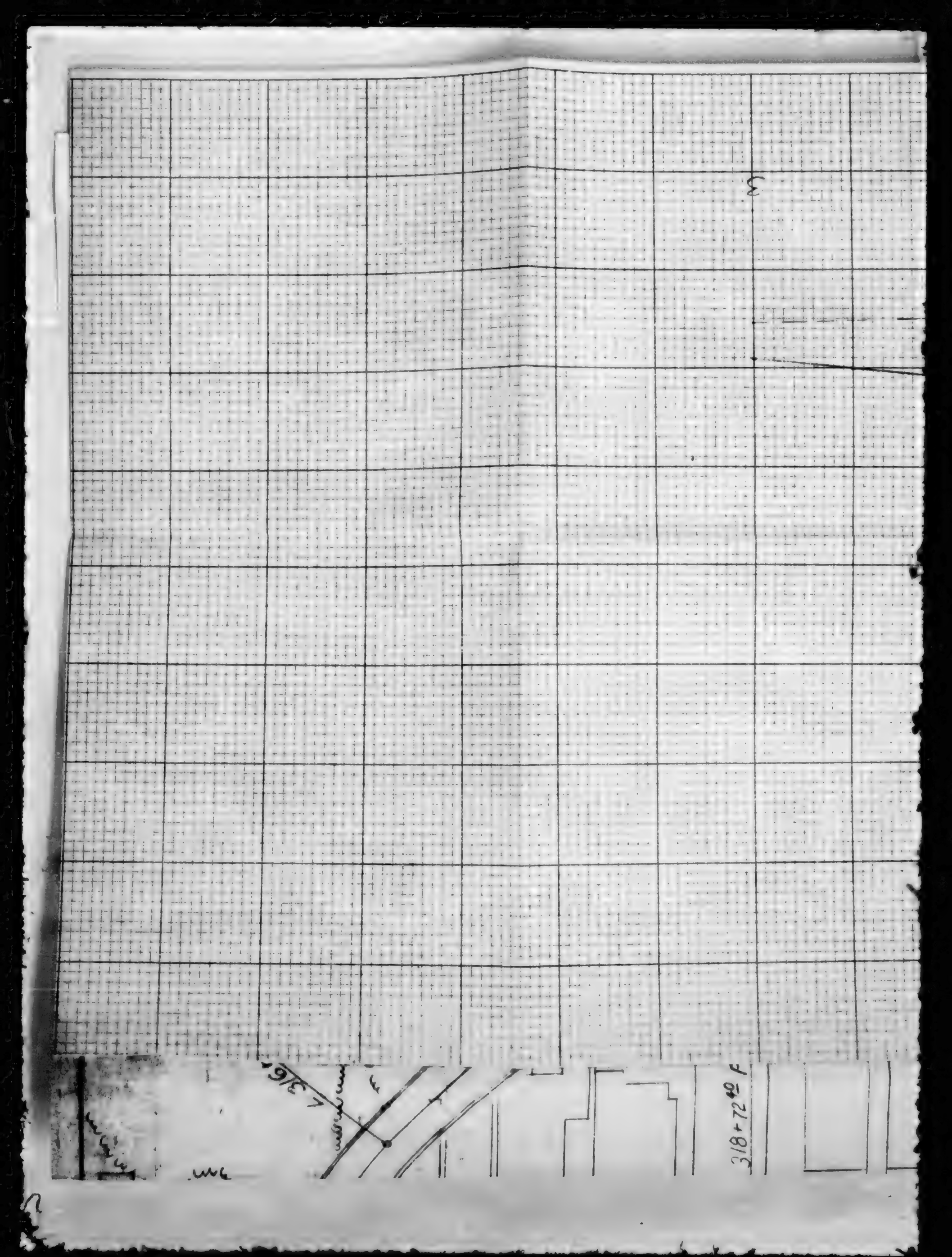
318+72.92 F


E
318+72.00 E

RECEIVED
NOV 19 1962
FOR FILING

Salem, Oregon
November 19, 1962

Mr. W. T. Wright
Right of Way Engineer

OFFICE

As of November 8, 1962, we have authorization of the BPR to proceed with the acquisition of right of way for the below-described project:

Prefix 4-2505 — Astoria Bridge Approach
Section of the Oregon Coast Highway in
Clatsop County.

The approximate limits are from Station 318 to Station 340 as shown on Map 88-24-17.

L. H. Young
Office Engineer

JAH:lt

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NOV 1962
FOR FILE

477 Cottage Street N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 19, 1962

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.2-0

Oregon Federal-aid Primary Program

Mr. Wright's November 14, 1962 letter captioned F-115(17) Oregon approaches, Astoria Bridge, has been reviewed by this office. This letter satisfies our restriction of right of way authorization of our November 8, 1962 program memorandum.

Authorization for right of way acquisition for parcels 34441, 34445 and 34447 in their entirety is granted effective this date.

In addition to the previously authorized partial takings, the below lots are also authorized in their entireties where such purchase can be made voluntarily, for access to the project site:

Taylors Addition
Block 2 - Lots 23 through 29
Block 3 - Lots 45 through 48
Block 4 - Lots 1 through 13

This action is with the understanding that all work will be done in full conformance with the provisions of PPM 20-4.

RECEIVED
NOV 21 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original To Wright
copy To Young
11-21-62

NOTED
R. L. PORTER

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NOV 16 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
O. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 14, 1962

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

COPY

Dear Sir:

Oregon Project F-115(17) Oregon approaches,
Astoria Bridge over Columbia River

This will respond to your letter of October 31, 1962 relative to acquisition of right of way on the above-mentioned project. A thorough review of the contemplated right of way on this project has been accomplished by the Right of Way Engineer and Bridge Engineer. It is our desire to accept the authorization to obtain in their entirety parcels No. 34441, 34445, and 34447.

It is our desire likewise to purchase in their entireties, where such a purchase can be made voluntarily, the entirety of the following lots:

Taylor's Addition

Block 2 - Remainders of Lots 23 through 29
Block 3 - Remainders of Lots 45, 46, 47, 48
Block 4 - Remainders of Lots 1 through 13

It is the opinion of the Bridge Engineer that the acquisition of all or a substantial number of these lot fragments would provide any access to the line needed by the contractor.

Relative to the final paragraph of this letter of October 31, it is our belief that the satisfactory functioning of the ramp connection to Marine Drive will require the four-laning and channelization of at least a short portion of Marine Drive. This widening will encroach into the building improvements which lie on the lands between Marine Drive and the circular ramp. The four-laning and channelization plan has not yet been indicated upon the right of way plan for the ramps, because consideration is being given to incorporation of this work into a general widening to four lanes of Marine Drive easterly from the point of ramp connection.

NOTED
FORREST COOPER

In the event that this situation confuses the financing of the current right of way project, it may be possible to purchase these remaining lands at the present time as excess to the current project and to recover the additional cost on a later project under present regulations dealing with the incorporation of excess state-owned lands into programed work.

Very truly yours,

L. I. LINDAS
Chief Counsel

By Walter T. Wright
Walter T. Wright
Right of Way Engineer

WTW:sm

cc Forrest Cooper
L. H. Young
C. H. Maison
L. I. Lindas
Ivan Merchant
E. J. Benner
M. R. Mitchell

RECEIVED
NOV 15 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 2 1962
FOR FILING

General
Equip
Bridge
Const
Traf

477 Cottage Street N.E.
Salem, Oregon

October 31, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project F-115(17) Oregon approaches,
Astoria Bridge over Columbia River

We are in receipt of Federal-aid program data on Form PR-1 requesting programing and right of way authorization on the above mentioned project. Review of the right of way plan submitted indicates the State proposes to acquire 60 feet of right of way to accommodate the approach structure to the Astoria Bridge. The structure will pass close to many older residential properties. Prior to your request for programing, Right of Way Engineer Walter Wright requested authority to purchase in their entireties, Parcels 34441, 34445 and 34447, because substantial damage might result to the buildings which lie beyond the normal 60 foot right of way. We are prepared to authorize purchase of these parcels in addition to the normal 60 foot right of way.

In the course of our review it developed there is a possibility that additional right of way may be needed in the form of temporary easements so that the contractor can gain entrance to the normal width of right of way. There is also some question whether or not other parcels might be needed because of damage to existing buildings. Therefore, we request that your Bridge Department review their plans as to whether additional right of way is needed. We wish to avoid the necessity to make two purchases from the same property owner. In this respect, we suggest that you consider buying in their entireties those properties which will be substantially damaged by the 60 foot right of way taking. This would include the following lots:

Taylor's Addition
Block 2 - Remainders of Lots 23 through 29
Block 3 - Remainders of Lots 45, 46, 47, 48
Block 4 - Remainders of Lots 1 through 13

Such lots could be considered fragments and obtained as part of the right of way. Your review and comments are requested.

original To Wright
Copy To Young
11-2-62

(more)

Additional information is also requested concerning the necessity to purchase all lands lying between Marine Drive and the circular ramp which enters Marine Drive near Kingston Avenue. These properties are in Klosterman's Addition. It would appear that a large parcel of land with buildings that are to be acquired is not needed for the highway construction. Your comments are requested.

RECEIVED
NOV 1 1962

477 Cottage Street NE
Salem, Oregon

September 14, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project F-115 (State) Oregon Approach - Astoria Bridge Section

Please refer to Right of Way Engineer Walter T. Wright's letter, dated September 10, 1962, requesting authority to purchase three properties (Parcels 34441, 34445 and 34447) in their entirety because the bridge design may cause substantial damages to buildings that lay beyond the present proposed 60' right of way. This project has not been programed nor has a request been submitted for right of way authorization. At such time as this action is initiated by your Department, please include as part of your request Mr. Wright's proposals for our consideration.

original To Wright
copy To Young
9-18-62

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SEP 1962

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 10, 1962

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Sir:

File No. 34441, 34445, and 34447
Oregon Approach Astoria Bridge Section

I append hereto a letter addressed to this office by Mr. Paxson. Mr. Paxson and Mr. Merchant have become apprehensive that our design of the Oregon Approach to the Astoria Bridge may cause substantial damage to buildings which lie outside our area of taking.

In view of Mr. Paxson's considered apprehensions of damage, I recommend that we be authorized to purchase these three properties in their entirety. This would allow us to realize as much return as possible through their sale or rental, prior to completion of the project. The difference between initial cost and the possible financial return, would be considered as right-of-way cost, and therefore eligible for full Federal participation.

If these properties are purchased on the basis of the present partial takings, we should anticipate the likelihood of additional claims for damage.

We request a response as soon as you have had an opportunity to analyze the situation.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

RECEIVED
SEP 10 1962
OFFICE OF
STATE HIGHWAY ENGINEER

WTW:SM
Enclosure

cc: Mr. Paxson - Mr. Porter
Mr. Lindas - Mr. Merchant
Mr. Young

34441

OREGON STATE HIGHWAY DEPARTMENT

INTERDEPARTMENTAL CORRESPONDENCE

Salem, Oregon
September 6, 1962

To: Mr. W. T. Wright
Right of Way Engineer
BUILDING

SUBJECT: R/W Files 34441, 34445, and 34447
Oregon Approach
Astoria Bridge

34441
Before $
Taking
Remainder

In R/W File 34441, our taking comes just to the corner of a dwelling. I understand that the entire property can be purchased for $6,000, whereas, the damage for the right-of-way taking only would be at least half of this amount. We would also be working so close to the building that undoubtedly we would have damage claims files against us during construction. In view of this, I believe we should take the entire property, figuring on re-sale of the building and the area outside of normal right-of-way lines upon completion of the project.

34445
Before $ 10,250
Taking 2,800
Remainder 7,450

34447
Before $ 11,200
Taking 3,200
Remainder 8,000

3/10/62
7,000

R/W Files 34445 and 34447 cover two residences built facing on the Alameda, on the side hill. The buildings and grounds are supported by a very inadequate retaining wall. This retaining wall is within the highway right of way and our bridge foundations will come immediately adjacent to it. There is every probability that our work will cause some damage to the remainder of the property. It would also be quite advantageous to have access from the Alameda to the viaduct during construction. I understand that the appraisal on the entire property is $22,000 and that the right-of-way taking is appraised at approximately $6,000, without allowance for damage to the remaining property. Any damage to the property during construction would probably be the entire value of the property. I believe this property should be purchased outright and the excess sold upon completion of the project.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc Mr. R. L. Porter
Mr. L. I. Lindas
Mr. I. D. Merchant

RECEIVED
SEP 6 1962
RIGHT OF WAY

RECEIVED
OCT 29 1962
FOR FILE
FILE

October 26, 1962

Re: Columbia River Bridge
Astoria

Mr. Wm. H. Cunningham
City Manager
City Hall
Astoria, Oregon

Dear Mr. Cunningham:

This is to confirm our telephone conversation of today with reference to a decision by the City as to the connection of Kingston Avenue to Marine Drive. It will be necessary that we proceed in the very near future with obtaining right of way for the Astoria approach to the bridge. We do not feel that it is advisable to delay this longer than November 10. The Astoria approach is scheduled for contracting sometime next year and before contracts are awarded, all right of way must be obtained.

I would refer you to my letter of February 27, 1962, advising that the State would turn over to the City our estimated cost of our planned construction of the Kingston Avenue connection, and the City would be at liberty to do what it thought best in making some alternate connection.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
bc Mr. Forrest Cooper
Mr. I. D. Merchant
Mr. W. T. Wright

9-13-62

Planners To Seek Policy For Private Lands In PR Zone

The planning commission wrestled again Wednesday night with the problem of private property located in public reserve zones set aside for possible future development as parks.

Unwilling to abandon homes for these parks and unsure of the city council's attitude toward acquisition on the involved private property by purchase or exchange for other property, city planners postponed decision on a request for a zone change and will set up a meeting with the council to discuss a policy on such property.

The commission held a public hearing Wednesday night on a zone change application from Charles Farmer of KVTS who asked rezoning of property owned by the radio station at the foot of 15th street.

The property is now zoned public reserve and Farmer asked Charles Farmer of KVAS whether zone appropriate for construction of a new studio to house a larger transmitter for the station.

Englund Building Included

In calling the public hearing, the commission included the adjacent tract owned by Englund Marine Supply on which their building is located.

John Englund appeared at the hearing to present an application for a zone change to C3 for additional property owned by Englund Marine Supply extending from the building site to 16th street.

A public hearing will be necessary on Englund's application.

City planners promised to make a recommendation on zoning of the KVAS property and area occupied by the Englund Marine Supply building immediately after their meeting with the council and present it at the next session of the city council.

Signs Approved

The commission approved a request from Clatsop college for permission to place two 18 by 24 inch directional signs to the college at the intersection of 16th and Marine drive.

Public Works Director Dan Brownson was directed to prepare a recommendation for a policy on trimming and cutting of trees on city property at the request of property owners.

Discussion indicated commissioners favored a policy of having this work done only by city crews with cost to be charged to property owners requesting the work and of considering requests only when they are endorsed by a majority of surrounding property owners.

In other business, the commission:

—Received a request for a conditional use from Amelia Bardon and Irene Kelsh who wish to operate a nursery school in an R1 zone at 8th and Franklin. Brownson noted that size of the lot involved is 5000 square feet while the zoning ordinance requires at least 10,000 square feet of lot area for such establishments. Decision was postponed until the October meeting.

Street Plan Okayed

—Approved a plan drawn up by Dan Brownson for construction of an access road to the Sea Fare restaurant and other property in the area to replace Kingston street which will be blocked by the approach to the trans-Columbia bridge. Brownson said estimated cost for his plan, which follows the present road to Union Fish company, crosses the SP&S tracks and then turns west to the Sea Fare, would be $9,968, compared to an estimated cost of $43,000 for a similar plan drawn up by the state highway department.

The highway department listed $8900 as estimated cost of the access plan they favored, which would involve a road through Tidewater Oil company property to connect with Kingston beyond the bridge approach.

—Instructed Brownson to prepare a recommendation for a method of determining percentage of usable lot area to be required under lot coverage provisions of the zoning ordinance. Usability is to be determined on the basis of grade level.

Calif. Couple Buy Brookings Paper

BROOKINGS, Ore. (UPI)—Sale of the Brookings - Harbor Pilot newspaper to Mr. and Mrs. Richard Kuesink of Santa Monica, Calif., was announced here Wednesday by publisher John [illegible]

[illegible] associated with the Santa Monica Evening Outlook. The Brookings paper is a weekly.

RECEIVED
SEP 1962
OFFICE OF

RECEIVED
SEP 6 1962
FOR FILING

Salem, Oregon
September 6, 1962

Mr. W. T. Wright
Right of Way Engineer
BUILDING

R/W Files 34441, 34445,
and 34447
Oregon Approach
Astoria Bridge

In R/W File 34441, our taking comes just to the corner of a dwelling. I understand that the entire property can be purchased for $5,000, whereas, the damage for the right-of-way taking only would be at least half of this amount. We would also be working so close to the building that undoubtedly we would have damage claims files against us during construction. In view of this, I believe we should take the entire property, figuring on re-sale of the building and the area outside of normal right-of-way lines upon completion of the project.

R/W Files 34445 and 34447 cover two residences built facing on the Alameda, on the side hill. The buildings and grounds are supported by a very inadequate retaining wall. This retaining wall is within the highway right of way and our bridge foundations will come immediately adjacent to it. There is every probability that our work will cause some damage to the remainder of the property. It would also be quite advantageous to have access from the Alameda to the viaduct during construction. I understand that the appraisal on the entire property is $22,000 and that the right-of-way taking is appraised at approximately $6,000, without allowance for damage to the remaining property. Any damage to the property during construction would probably be the entire value of the property. I believe this property should be purchased outright and the excess sold upon completion of the project.

G. S. Paxson
Deputy State Highway Engineer

GSPjms
cc Mr. R. L. Porter
Mr. L. I. Lindas
Mr. I. D. Marchant

RECEIVED
SEP 1 1962
FOR FILING

FORM E-20X—60M—8-62 43909

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 29, 1962

SUBJECT: Astoria Approach Right of Way
Bridge No. 7949

To:

Mr. R. W. Ellison
Resident Bridge Engineer
Oregon State Highway Department
P. O. Box 686
Astoria, Oregon

The Right of Way Department have informed me this date that final purchase of the Mt. Adam Packing Association property has been completed. This property may be occupied by the contractor in advance of the November 1 date as specified in the special provisions.

It should be pointed out to the contractor that access to this property is his responsibility as we do not have the complete right of way from Marine Drive northerly to connect to the Mt. Adam Packing Association property.

As I do not know how to contact the contractor in Astoria, will you please advise Mr. Schelde that this property may be occupied at the contractor's convenience.

Please advise this office as soon as the DeLong Corporation has established an office in Astoria.

Ivan D. Marchant
Bridge Engineer

IDM/mm

cc: Mr. P. M. Stephenson
Mr. J. D. Walker
Mr. Walter Wright

NOTED
P. M. STEPHENSON

RECEIVED
SEP 10 1962

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 29, 1962

NOTED
L. A. HUNT

Mr. W. T. Wright

Mr. Monroe Nickila
252 Ketchum Drive
San Jose 27, California

Re: File No. 3436
Astoria Bridge Approach
Oregon Coast Highway
Clatsop County

NOTED
D. H. MOEMKING

Dear Mr. Nickila:

This is in reply to your letter of August 21, in which you cite your previous connection with the Highway Department, stating your dissatisfaction with the value that has been placed upon your mother's property in Astoria, which is being acquired for the new Columbia River bridge.

Probably one of the most distressing problems confronting this branch of the Department from time to time is the situation in which property located in a depressed area must be acquired at its current market value, which in many cases can be less than the owner paid for the property. Your mother's property appears to be one of these instances.

Upon checking with our Appraisal Section, I am informed that their findings have been based largely upon the prices at which similar properties can be purchased presently in Astoria. This seems to be due to the closure of the naval base and the removal of several large industries from the area with the resultant drop in demand for houses.

You are correct in your statement to the effect that it is not the policy of the State to acquire property for less than its fair market value. You are, of course, at liberty to engage a qualified appraiser of your own choosing; and an appraisal written by such a qualified man or firm, properly documented and useable as testamentary evidence, would most certainly be given consideration by our review section. There is ample time for you to follow this procedure, as the money for this particular section of the project

NOTED
W. T. WRIGHT

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SEP 04 1962
RIGHT OF WAY

has not yet been allotted and the options that are being taken are executed with the understanding that they will only be exercised when such money is available and authorized for the purchases.

I telephoned your greeting to Mr. Johnson in Portland. He seemed very pleased to hear from you and spoke very highly of you and of your service while with the Department. It is certainly hoped that we can eventually come to a settlement that you will be satisfied is fair and fully in accord with the current market conditions.

Very truly yours,

E. J. Bonner
Right of Way Supervisor

EJB:kr

cc Mr. A. E. Johnson

RECEIVED
SEP 13 1962
FOR FILING

FORM E-30 50M 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1962

SUBJECT:

To: Mr. Victor D. Wolfe
Administrative Assistant

O f f i c e

Attached are two prints of a portion of the Astoria Bridge Approach right of way map.

I have outlined in orange color the area which we have under option northerly of Marine Drive.

These prints were requested by you on July 16, 1962.

L. I. LINDAS
Chief Counsel

By
D. H. Moehring
Assistant Right of Way Engineer

DHM:jjm

Attachment

JUL 19 1962

NOTED
V. D. WOLFE

D.L.C.
hole

N 37° 30' E
318.33
46
P.I.
130.81
408.0

COLUMBIA AVENUE

40 39 38 37
3 4 5 6 7 8
2
1

RA

Vacated to Adj. Prop. Owners
177-659

T A Y L O

318+39.48 N 937,408 E 1,152,

ALAMEDA

320

MELBOURNE AVENU

38 37 36 35 34 33 32 31 30 29 28 27 26 25 24 23

7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22

318+72.40 P.C.S.

316+67.92 P.S.C.

16° C.R.
$T_A = 83.55'$
$T_S = 49.54'$

320' Sp.
S = 25° 36'
D = 5.0

MARINE

Vacated

T8N R9W., W.M.
88-24-17

O R ' S

AS CORRIDA

E

S 66°53'30" W

KINGSTON AVENUE

48'30"E

340+52

A

46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31 30 29
3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20

4

330

331+59.02 S.P.I.

30'

329+93.98 P.S.

1

2

3

30'

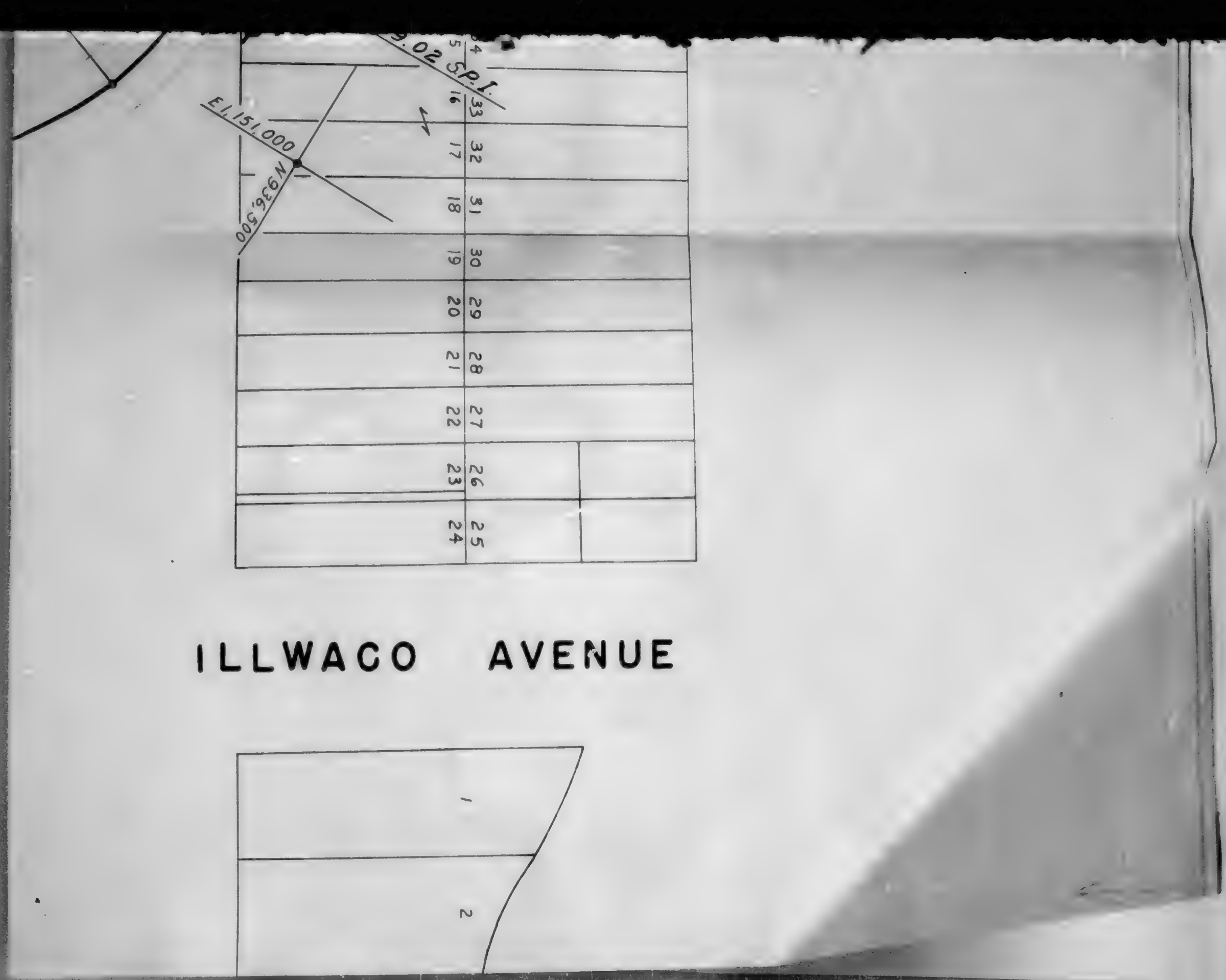
E 1,151,000

N 936,500

840+52.70 P.O.T.

240'
S=43° SP.
Δ=

98 P.S.C.


E1,151,000
N936,500
5.02 S.P.I.
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
ILLWACO AVENUE
1
2

10,600'± Lt.

1700'±

A. Anderson
120 - 463, 464

344422

344421

6900'±

4400'± Rt.

A. Puusti & Co.
239 - 324

Astoria Lodge #2
United Finnish
Bros. of Sisters, Inc.

0.01 Ac.

0.23 Ac. Lt.

344420

344419

City of Astoria
238 - 10
Aquired for stree

Columbia River
Packers Ass'n.
115 - 439

313+47.92 P.S.

Pt. Adams Packing Ass'n
171-535

312+38.55 P.O.T.
N 937,705.39
E 1,152,232.06

50'

50'

+40

50'

S 17°01'30" E

344418

50'

+40

30'

30'

310

Astoria Lodge #2
United Finnish
Bros. & Sisters, Inc
134 - 32, 33

320' SP.
S. 25° 36'
0.5.0

Astoria
9 - 10
for street

P.S.

g Ass'n

E 1,152,000

N 937,500

25'

25'

S. P. & S. R

Union Fishermans Co-op
55-9
35-274

I.L.W.U. Local #50
Building Ass'n.
235-602

S.P. & S. R.R.

Union Fishermans Co-op
55-9
35-274
77-100,101

E 1,151,500

N 937,000

#50

S 30° 48'

339 + 50.29 P.

KLOSTE

36° CR
TD = 68.4
R = 159.15'

20 19 18 17 16 15
1 2 3 4 5 6

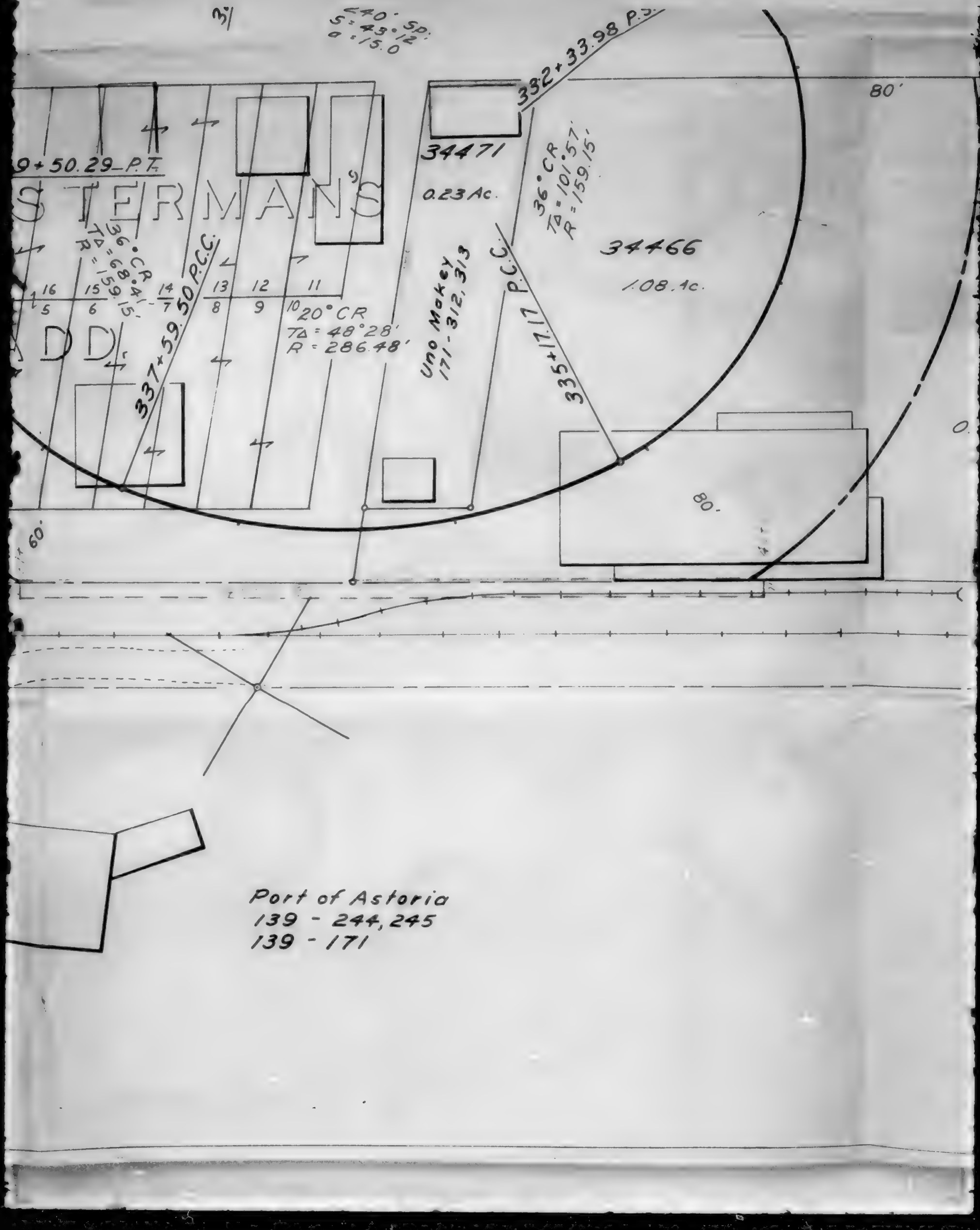
60'

ADD

2

60'

Tidewater Assoc. Oil Co.
138 - 424



Port of Astoria
139 - 244, 245
139 - 171

80'

C. & E. Manners
146-85
171-321
183-13

466

98.1c.

Barbey Packing Corp.
198-412, 413

0.98 Ac. ±

80.

25'

25'

RECEIVED
MAY 14 1962
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 10, 1962

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Right of Way Status
Astoria Bridge Approach
Section
Oregon Coast Highway
Clatsop County

Dear Sir:

Rights of way have been obtained by option on six of the eighteen files on this project. The following files remain to be negotiated:

File 34418	Pt. Adams	$ 6,500
34419	City of Astoria	580
34421	Punsti	30,675
34422	Anderson	5,700
34423	Maki	700
34426	Schwinn	10,000
34429	Smith	1,500
34430	Still	2,250
34431	Nikka	1,000
34433	Nikka	10,000
34434	Rinne	8,900
34660	Union Co-op	25
		$77,830

Negotiations will continue on the above files, and authority to condemn will be secured from the Highway Commission at the May 25 Commission Meeting.

Should negotiations fail on any file, condemnation proceedings will be instituted. Complaints will be filed by June 30, 1962, on any files which cannot be negotiated.

NOTED
G. S. PAXSON

The latest date of possession following this schedule would be during the month of July. All improvements will be cleared by October 31, 1962.

The status of utilities on this project was reported in a letter to you dated March 15, 1962. This report stated that no delay is anticipated on any of the three utilities involved.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

D. H. Moehring
Assistant Right of Way Engineer

DHM:jm

cc Mr. Forrest Cooper
Mr. L. H. Young
Mr. L. I. Lindas

RECEIVED
MAY 1 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 1 1962
FOR FILING
FILED
WILLIAM H. CUNNINGHAM
CITY MANAGER

CITY OF ASTORIA OREGON
FOUNDED · 1811

April 30, 1962

Mr. G. S. Paxon
Deputy State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Paxon:

This refers to your letter of April 24 concerning the connection of Kingston Avenue to Marine Drive. The city is still interested in the alternate route and is currently discussing with the property owners the possible cost to the city in the event that the city acquires the property and proceeds with the development under the suggestions put forth by the state. We havereviewed the information which your office supplied us but at the present time we have been unable to finalize our information. We hope we can complete preliminary arrangements in the near future and as soon as we have an opportunity to do this and examine the overall situation we will advise your office.

Thank you for your assistance.

Sincerely yours,

THE CITY OF ASTORIA

By: William H. Cunningham

William H. Cunningham,
City Manager

WHC:emb

RECEIVED
MAY - 1 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 25 1962
FOR FILING
F 115 (3)
0477

April 24, 1962

Mr. William H. Cunningham
City Manager
City Hall
Astoria, Oregon

Dear Mr. Cunningham:

Some time ago I wrote you asking advice as to the City's decision on the connection of Kingston Avenue to Marine Drive. The railroad company is asking that this matter be decided before it grants us easements for the building of the wall along its property in the vicinity of Kingston Avenue.

While this is a project that will not come up for at least another year, I would like to get it cleared up and would appreciate any advice you can give me.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxton
Deputy State Highway Engineer

GSP:mm

cc Mr. Forrest Cooper

RECEIVED
APR 25 1962
FOR FILING

April 24, 1962

Mr. W. P. Garrett
Right of Way and Tax Agent
Spokane, Portland and Seattle Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Mr. Garrett:

This is in answer to your letter of April 11 concerning the connection of Kingston Avenue and, particularly, any crossing of your tracks by Kingston Avenue.

This matter is still being negotiated with the City of Astoria and I cannot give you any definite word concerning it. The position of the State at present is that we should end our revision to Kingston Avenue south of your tracks and make no change in the present crossing. We have, however, offered to furnish to the City our estimated cost of the work which we propose on Kingston Avenue and allow them to establish a different route if they so desire. When I hear from the City, I will advise you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc: Mr. Forrest Cooper

FORM 1820

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

W. P. GARRETT
RIGHT OF WAY AND TAX AGENT

RIGHT OF WAY & TAX DEPARTMENT

H. E. HUDSON
ASSISTANT RIGHT OF WAY AND TAX AGENT

R. E. HAMILTON
TAX AGENT

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

April 11, 1962
File: 401

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson
Deputy State Highway Engineer

Dear Sir:

Acknowledging with thanks your letter of April 9, 1962 and with particular reference to the second paragraph, just as soon as you are able to answer the questions raised by Mr. Moy in his letter to you of March 21, 1962 relative to matter of encroachments on Spokane, Portland and Seattle Railway Company property in Astoria for the south approach to the proposed Columbia River Bridge, he will be able to then progress the construction agreement to be entered into by and between the Railway Company and the State of Oregon.

Yours very truly,

W. P. Garrett

Right of Way and Tax Agent

WPG/daj

cc Mr. H. F. Moy

RECEIVED
APR 12 1962
OREGON
STATE HIGHWAY COMMISSION

Mr. Paxson

RECEIVED
APR 6 1962

FORM E-30X—30M—6-61—24932

FOR FILING

E 11 (-)

6447

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 4, 1962

SUBJECT: File No. 34428 - Perry
Astoria Bridge Approach
Oregon Coast Highway
Clatsop County

To: Mr. E. J. Benner
Right of Way Supervisor
Oregon State Highway Department
211 Laboratory Building
Salem, Oregon

Mr. Ivan Merchant, Bridge Engineer, has advised this office that the tenant on the subject file has expressed a desire to have us encroach with our bridge structure and allow the building to remain. The owner of the building does not seem to share this idea with the tenant but would rather have us purchase the improvement.

The matter has been fully discussed with Mr. Paxson, and he has asked that we attempt to acquire this property in its entirety. If this can be done, we would then construct the bridge leaving the building in tact, and at a later date either sell or lease the building.

Please attempt to negotiate this file on the basis of an entire taking.

D. H. MOEHRING
Assistant Right of Way Engineer

NOTED
G. S. PAXSON

DHM:jm

cc Mr. G. S. Paxson
Mr. Ivan D. Merchant
Mr. F. D. Morgan
Mr. J. D. Walker

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 23 1962
FOR FILING
4 7 9

March 22, 1962

Mr. E. F. Noy, Chief Engineer
Spokane, Portland and Seattle Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Sir:

Reference is made to your letter of March 21 concerning encroachments upon your property in connection with the Astoria Bridge over the Columbia River.

Our plan for a connection to Kingston Avenue would involve the construction of an access road which would terminate southerly from the present crossing of your tracks and would make no change either in the present crossing or in the status of the crossing. The Astoria people have been anxious for a revision of this which would go through a privately owned road approximately one block east of Kingston Avenue and cross your tracks at the point where this private road now crosses. We have offered to make available to the City of Astoria the estimated cost of the connection to Kingston Avenue which we propose and to allow the City to use this money, supplemented by other funds, to make the connection which the City proposes. If the City accepts this proposal, it will be doing the work itself, and any arrangements with your Company for the establishment of this crossing would be handled by the City.

I am calling the attention of our Bridge Division to the location of the 6-inch water line from Portway Road to Station 40+22.

Our first contract on this project will be the construction of the piers which would involve Parcel No.2 referred to in my letter of March 19. The erection of the steel over Parcel No. 1 and the construction of the wall on Parcel No. 3 will not be placed under contract for at least a year. In order that we may proceed with the pier, I would appreciate a permit of entry from your Company to allow us to construct the cofferdam on that property designated as Parcel No. 2.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
O. S. Paxson
Deputy State Highway Engineer

cc Mr. Forrest Cooper
Mr. P. M. Stephenson
Mr. I. D. Marchant

GSP:ms

FORM 1812

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

H. F. MOY.
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

March 21, 1962

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

Attention: Mr. G. S. Paxson
Depty. State Highway Engr.

Dear Sir:

I refer you to your letter of March 19, 1962, and the three attached copies of your Drawing No. 8B-25-2 which show the encroachments upon S.P.& S. Railway property in Astoria for the south approach to the proposed Columbia River Bridge.

I see no reason why management would not approve the encroachments as listed as Parcels No. 1 and No. 2 but as to Parcel No. 3 which covers a construction easement for a retaining wall west of Kingston Ave. in the vicinity of the present Barbey Packing Corp. cold storage plant, further information will have to be received from your office as to comments I made in my letter of December 1, 1961, to Mr. Ivan D. Merchant, Bridge Engineer, in reply to his letters to me of November 2, and November 29, 1961. In the last paragraph of my letter of December 1st, I stated that this office would need more information as to the Oregon State Highway Department's plans on the future routing of traffic on Kingston Ave. due to the bridge approach

NOTED
G. S. PAXSON

RECEIVED
MAR 22 1962
OFFICE OF
STATE HIGHWAY ENGINEER

taking off at this point. Your Mr. J. D. Walker has also contacted me in regard to this particular matter. However, as of this writing I have received nothing in the way of definite plans you may have for this street as it would affect the S.P.& S. Railway and the present grade crossing.

In Mr. Merchant's letter to me of November 2, 1961, he mentions that to permit the wall installation and to clean up the S.P.& S. right of way, it would be the logical thing to have the Railway remove the present spur and credit the State for the value of the salvage materials less cost of removal. During the course of earlier discussions with members of your department on this particular matter, I informed them that the S.P.& S. Railway had plans for extending this track westward across Portway Road to connect with an existing siding. The spur track agreement dated March 1, 1949, between the S.P.& S. Railway and the Barbey Packing Corp. gives us the right to make an extension to this spur at any time the Railway would require additional trackage for its own use.

Since the S.P.& S. Railway actually owns the entire spur, it is true that there is a salvage clause covering the last 193 ft. of this spur as it affects the industry. Usually when an industry is no longer in need of a spur track and the Railway can make use of it, and agreed upon salvage price is negotiated with the industry. I will take this entire matter up with the Operating Department to determine definitely if they desire to make further use of this spur and will advise you accordingly.

Also for your information, a 6" water line running from Portway Road down to S.P.& S. Engr. Station 40+22 is now in place and is located 18" northerly of the south line of our right of way. This would come into the area of your footing for the retaining wall.

After receiving further information from you regarding Kingston Ave., I will be in a position to advise

you as to the encroachment you desire as Parcel No. 3.

Very truly yours

H F May

Chief Engineer

HFM-o

RECEIVED
MAR 22 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

March 19, 1968

Mr. William H. Cunningham
City Manager
City Hall
Astoria, Oregon

Dear Mr. Cunningham:

Reference is made to your letter of March 12, to which was attached a letter from the West End Development League.

Specifically, we will agree to eliminate the jiggle-bar divider on West Marine Drive and will use painted bars on the pavement in the median area. It does not appear that we will be able to permit parking on the north side of Marine Drive. Mr. Walker, Division Engineer, and Mr. Asburry, Assistant Division Engineer, will be in Astoria this week to go over the matter again and they will confer with you.

We will provide left-turn slots for cross traffic at the junction of the bridge approach and Marine Drive. We do not believe that with the anticipated bridge traffic, there will be any trouble at this intersection.

In my letter of February 27, I discussed the alternate routes of Kingston Avenue. Your recent letter does not mention this. While we do not expect to let a contract for the approach for approximately a year, we would like to complete our plans; therefore, I would appreciate an answer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc Mr. Forrest Cooper
Mr. R. L. Porter
Mr. I. D. Marchant
Mr. J. D. Walker

CITY OF ASTORIA OREGON

FOUNDED · 1811

WILLIAM H. CUNNINGHAM
CITY MANAGER

March 12, 1962

Mr. G. S. Paxon
Deputy State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Paxon:

At a regular meeting of the city council on Monday evening March 5, 1962 a communication from the West End Development League was read to the council. A copy of this communication is attached. The West End Development League calls attention to three items concerning the improvement of Marine Drive and the approach to the Astoria Trans-Columbia bridge.

Previous to this council meeting these matters were discussed with representatives of the state highway department in the Astoria office and we were advised that jiggle bars will not be raised but rather will be painted on the street. We were also advised that there will be no parking on the north side of Marine Drive from Columbia Avenue to Hamburg. The third matter of information concerned the fact that the bridge approach design on Marine Drive was based on traffic studies at the present time and projected use in the future.

Members of the city council were concerned over the no parking ban on the north side of Marine Drive and considerable discussion ensued as to the possibility of allowing parking along that side of the street. As a result of this discussion this office was directed to write to you to learn the reasons for the no parking ban on the north side of Marine Drive inasmuch as we were advised by different individuals that the widening of the street and the available right of way would allow for such parking. In addition the city council urges that if present plans do not allow that you make every attempt to permit parking on the north side of this street.

If there are other factors involved in the items listed in the letter from the West End Development League we would also appreciate this

information. I would appreciate hearing from you at your earliest convenience on the matters covered in this letter.

Thank you for your assistance and cooperation.

Sincerely yours,

THE CITY OF ASTORIA

By: William H. Cunningham

William H. Cunningham,
City Manager

WHC:emb
Enclosure

RECEIVED
MAR 14 1962
OREGON
STATE HIGHWAY COMMISSION

West End Development League

CONSTRUCTIVE | PROGRESSIVE | ALERT

ASTORIA, OREGON
February 28, 1962

Common Council
City of Astoria
Astoria, Oregon

Gentlemen:

The West End Development League voted at its meeting of February 27th, 1962 to enter a formal protest to the below named plans of the Oregon State Highway Commission for the Astoria Trans-Columbia bridge. We would appreciate the City of Astoria's support in these protests.

1. The objection to the so called "jiggle bats" divider proposed for W. Marine Dr. from Bay St. to Hamburg.

2. The objection to the parking ban on the North side of W. Marine Dr. from Bay St. to Hamburg.

3. We question the feasibility of the present approach plan inasmuch as there will be a cross-traffic problem creating a hazardous condition.

As a solution to the above mentioned objections we offer the following suggestions as possible remedies.

1. Continuation of the present type of highway now being utilized on W. Marine Dr. between 1st. St. and Columbia St. This section has 4 lanes, parking on both sides of the street, and a flat asphalt divider with double yellow lines. Investigation of police records will show that there has been no serious traffic or safety problem with this type of highway. Our feeling is that the "jiggle bars" "for emergency use" will be a serious injustice to all users of this area and feel there is no justification for them.

2. There is still ample highway right-of-way on the North side of W. Marine Dr. to accomodate parking. This additional widening of the highway should be very

(continued)

West End Development League

CONSTRUCTIVE • PROGRESSIVE • ALERT

ASTORIA, OREGON

nominal in cost as the property is already owned by the state.

3. There is considerable feeling that the design of the approach should be given some more study. As the information now available shows there will be cross traffic at the intersection of the bridge and W. Marine Dr. which perhaps could be avoided.

We of The West End Development League would like to make it clear that this letter is not intended to slow down or prevent the construction of the bridge in any way. To the contrary, we are most anxious for the project to get under way as the records will show that our group was one of the original sponsors many years ago for such a bridge.

May we take this opportunity to express our thanks and appreciation to the Mayor, City Manager, and the entire council for attending our meeting and for showing such a keen interest in our league.

Respectfully,
West End Development League
Elmer Koskelo
Elmer Koskelo, Secretary

RECEIVED
MAR 23 1962
FOR FILING

March 19, 1962

Mr. H. F. Moy, Chief Engineer
Spokane, Portland and Seattle Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Sir:

Re: Astoria Bridge Approach Section
Oregon Coast Highway

Enclosed are three copies of our Drawing No. 8B-25-2, showing the encroachments upon your property in Astoria for the south approach to the Columbia River Bridge. Also attached are three copies of the descriptions of the three parcels of property involved.

Parcel No. 1 is a permanent encroachment for the construction of the viaduct over your tracks. You will note that the clearance line of this viaduct is some 98 feet above the top of your rails and that horizontal clearances are well above the minimum. It is probable that some falsework will be installed on your right of way during construction.

Parcel No. 2 is a construction easement allowing us to place the cofferdams for the anchor-span pier. This will be needed only during the construction of the pier as no part of the pier is to be on your right of way.

Parcel No. 3 is a construction easement for the building of a wall to keep our embankment entirely off of your property. You will note that the footing of this wall projects onto your property but well below the grade of your track and would not interfere with the use of your property for railroad purposes.

It would be appreciated if you would prepare the necessary easement agreements for this project as early as is convenient. We expect to advertise within the next few weeks for the bridge but, in doing so, will hold the contractor off of your property until such time as easement matters are cleared.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
Attach.
cc Mr. Forrest Cooper

FORM E-30 50M 8-61 54397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 7, 1962

SUBJECT: File 34556 - S. P. & S. Railroad
Astoria Bridge Approach Sect.
Oregon Coast Highway
Clatsop County

To: Mr. G. S. Paxson
Deputy Highway Engineer
Office

Attached are 4 copies of description, dated February 28, 1962 and 4 prints of encroachment map 8B-25-2, dated February 1962, concerning easements required from the Spokane Portland and Seattle Railroad Co., on the subject section.

Frank D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Const. Engineer

Attach.

FOS:lw

cc: Mr. W. T. Wright

RECEIVED
MAR 9 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

3f-4

Salem, Oregon
March 7, 1962

Survey Resolution -
Meeting of March 2, 1962

L. I. Lindas
Chief Counsel

The State Highway Commission at its meeting on March 2 adopted a resolution covering the survey of the Astoria Bridge and South Approach Ramp and Columbia Avenue-Hamburg Avenue Sections of the Oregon Coast Highway in Clatsop County (Agenda Item 3f-4). Will you please prepare a resolution for this survey and submit it to this office. Attached is a photo copy of the material we have on this subject, together with a copy of the survey map. Will you please return the map with the resolution.

At the request of Bert Simpson we searched our records and found that the termini of the Oregon Coast Highway is at its intersection with the Columbia River Highway in Astoria. Is it necessary to extend the Oregon Coast Highway to the Washington state line? If so, will you please incorporate such extension in the resolution.

Floyd Query, Secretary

jme
Encls.

cc: Forrest Cooper
C. W. Head

RECEIVED
FOR FILING

February 27, 1962

Mr. Wm. H. Cunningham
City Manager
City Hall
Astoria, Oregon

Dear Mr. Cunningham:

At the public hearing held in Astoria February 7, the question was raised as to the revised connection to Kingston Avenue. At that time, I told you that we would furnish you with estimates and plans for the alternate routing which would use the private road east of the Associated Oil plant, cross the railroad track, and then proceed westerly to a connection with the Port of Astoria property west of the present Kingston Avenue crossing.

Attached are two prints from our drawing 5-8-25, one of which shows the connection to Kingston Avenue as proposed at the hearing and the other the alternate crossing. A copy of our estimates of both alternates is also attached. You will note that the connection at Kingston Avenue which we proposed at the hearing is estimated to cost $8,900, including right of way, while the alternate crossing is estimated at $43,100, including right of way. You will also note that the right-of-way costs constitute the major portion of the alternate route costs. It may be that the City could obtain this right of way a great deal cheaper than our appraisers estimate.

As I told you at the hearing, we would be willing to recommend to the Highway Commission that the State contribute to the alternate crossing in the amount which we have estimated as the cost of the connection to Kingston Avenue, namely, $8,900.

This section of the project will not be placed under contract until next year, but I would appreciate your early consideration of the matter so that our plans may be placed in final condition.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
O. S. Paxson
Deputy State Highway Engineer

Attach.
CSP:ms
cc Mr. Forrest Cooper
Mr. R. L. Porter
Mr. P. D. Morgan

FORM E-20 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 21, 1962

SUBJECT: Reconstruction of Kingston Avenue in Astoria

To:

Mr. G.S. Paxson
Deputy State Highway Engineer
Building

I am sending herewith two copies of the plan and two copies of the cost estimate for the two alternate designs for the reconstruction of Kingston Avenue in Astoria.

The connection through Tidewater Oil Company plant for the relocation of Kingston Avenue is estimated to cost $8,900. The route that crosses the railroad in through the Port of Astoria warehouse is estimated to cost $43,100. The portions of the railway estimated on either alternate are shown in yellow on the enclosed maps.

F.D. Morgan
Construction Engineer

GKA:jp
Attach

cc: J.D. Walker

CITY STREET TO REPLACE KINGSTON AVENUE
OREGON APPROACH TO COLUMBIA RIVER BRIDGE
ASTORIA, OREGON

ROUTE THAT CROSSES RAILROAD AND THROUGH WAREHOUSE

Item	Unit	Net Quantity	Allow	Total Quantity	Unit Price	Amount
General Excavation	Cu. Yds.	287	28	315	$ 1.25	$ 393.75
Borrow Excavation	" "	781	79	860	1.25	1,075.00
Drainage Excavation	" "	36	4	40	3.00	120.00
12" Concrete Pipe	Lin. Ft.	108	12	120	2.50	300.00
Concrete Catch Basin	Each	1		1	125.00	125.00
Coarse Crushed Material in Base	Tons	1,308	132	1,440	2.75	3,960.00
3/4" - 0 Material in Leveling Course	"	306	34	340	3.00	1,020.00
Class "B" Asphaltic Concrete	"	323	32	355	9.00	3,195.00
Sprinkling	M-Gal.	34	3	37	3.00	111.00
						$10,174.75
Move Utility Poles						1,132.00
						$11,306.75
Engineering and Contingencies 20%						2,293.25
						$13,600.00
Right of Way (including moving warehouse)						29,500.00
Total						$43,100.00

CITY STREET TO REPLACE KINGSTON AVENUE
OREGON APPROACH TO COLUMBIA RIVER BRIDGE
ASTORIA, OREGON

CONNECTION THROUGH TIDEWATER OIL COMPANY PLANT

Item	Unit	Net	Allow	Total	Unit Price	Amount
General Excavation, Unclassified	Cu. Yds.	176	24	200	$1.25	$ 250.00
Borrow Excavation, Unclassified	" "	832	68	900	1.25	1,125.00
Coarse Crushed Material in Base	Tons	673	67	740	2.75	2,035.00
3/4" - 0 Material in Leveling Course	"	155	15	170	3.00	510.00
Sprinkling	M-Gal.	18	2	20	3.00	60.00
Class "B" Asphaltic Concrete	Tons	160	20	180	9,00	1,620.00
						$ 5,600.00
Engineering and Contingencies 20%						1,100.00
						$ 6,700.00
Right of Way						2,200,00
Total						$ 8,900.00

RECEIVED
FEB 28 1962
FOR FILING

February 27, 1962

Oregon State Highway Commission

Gentlemen:

Enclosed herewith are two proposals for Program S. This program will contemplate the use of 1961 Federal-aid funds. Proposal A is on the basis that the Oregon approach to the Astoria bridge will be financed from Division II apportionments. Proposal B is on the basis that the approach to the Astoria bridge will be financed by a proportionate deduction from each Division's apportionment.

This matter has not been placed on the formal agenda but if you wish to discuss the matter, we are prepared to make a recommendation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

O. J. Peterson
Deputy State Highway Engineer

RLP:ajw

PROGRAM VIII - Proposal 'A'

PROPOSED 1965 ABC FEDERAL-AID PROGRAM

ALLOCATIONS TO DIVISIONS

	URBAN			PRIMARY			STATE SECONDARY		
DIVISION	R/W	Const.	Total	R/W	Const.	Total	R/W	Const.	T
I	1,225,000	585,000	1,810,000	300,000	955,000	1,255,000	505,000	- -	
II	50,000	455,000	505,000	510,000	1,625,000	2,135,000	5,000	760,000	
III	- - -	600,000	600,000	- - -	1,865,000	1,865,000	15,000	1,000,000	1,
IV	70,000	100,000	170,000	90,000	1,100,000	1,190,000	85,000	445,000	
V	- - -	165,000	165,000	95,000	1,310,000	1,405,000	30,000	555,000	
TOTALS	1,345,000	1,905,000	3,250,000	995,000	6,855,000	7,850,000	640,000	2,760,000	3,

PROPOSED 1965 ABC FEDERAL-AID PROGRAM

ALLOCATIONS TO DIVISIONS

February 26, 1962

PRIMARY			STATE SECONDARY			TOTAL		
/W	Const.	Total	R/W	Const.	Total	R/W	Const.	Total
0,000	955,000	1,255,000	505,000	- -	505,000	2,030,000	1,540,000	3,570,000
,000	1,625,000	2,135,000	5,000	760,000	765,000	565,000	2,840,000	3,405,000
- -	1,865,000	1,865,000	15,000	1,000,000	1,015,000	15,000	3,465,000	3,480,000
0,000	1,100,000	1,190,000	85,000	445,000	530,000	245,000	1,645,000	1,890,000
5,000	1,310,000	1,405,000	30,000	555,000	585,000	125,000	2,030,000	2,155,000
5,000	6,855,000	7,850,000	640,000	2,760,000	3,400,000	2,980,000	11,520,000	14,500,000

PROGRAM VIII - Proposal 'A'

PROPOSED 1965 ABC FEDERAL-AID PROGRAM

DIVISION I

Highway	Section	Length	Type of Work
		URBAN	
Sunset	Highlands Interchange-Stadium Freeway	1.7	Continue R/W G P S
Beaverton-Tigard	Cedar Hills - Beaverton	2.5	Continue R/W
		PRIMARY	
Mount Hood	Anderson Road - Duncan Road	6.1	Complete 4 Lane, GPS
Cascade	Parkplace - Oregon City	1.0	Complete R/W
	Reserve		
		SECONDARY	
Beaverton-Tigard	Beaverton - R. H. Baldock Freeway	4.8	Continue R/W

PROPOSED 1965 ABC FEDERAL-AID PROGRAM

DIVISION I

February 26, 1962

ion	Length	Type of Work	R/W	Const.	Total
		URBAN			
-Stadium Freeway	1.7	Continue R/W G P S	225,000	585,000	810,000
n	2.5	Continue R/W	1,000,000	- - -	1,000,000
			1,225,000	585,000	1,810,000
		PRIMARY			
Road	6.1	Complete 4 Lane, GPS	100,000	715,000	815,000
y	1.0	Complete R/W	200,000	- - -	200,000
			- - -	240,000	240,000
			300,000	955,000	1,255,000
		SECONDARY			
lock Freeway	4.8	Continue R/W	505,000	- - -	505,000

PROGRAM VIII - Proposal 'A'

PROPOSED 1965 ABC FEDERAL-AID PROGRAM

DIVISION II

Highway	Section	Length	Type of Work	R/W
		URBAN		
Corvallis-Lebanon	Willamette River Bridge Sec. (Corvallis)	1.1	Str., G P	50,
	Reserve	- -	- -	- -
				50,
		PRIMARY		
Oregon Coast	Oregon Approach Astoria Megler Bridge	- -	G P S	350,
Willamina-Salem	Independence Jct. - Salem (part)	- -	4-Lane, G P S	160,
				510,
		SECONDARY		
Corvallis-Lebanon	Willamette River Bridge (Corvallis)	1.1	Str., G P	5
Alsea	Alsea Mountain Section	- -	Complete G P	-
				5

PROPOSED 1965 ABC FEDERAL-AID PROGRAM

DIVISION II

February 26, 1962

	Length	Type of Work	R/W	Const.	Total
		URBAN			
idge Sec. (Corvallis)	1.1	Str., G P	50,000	250,000	300,000
	- -	- -	- -	205,000	205,000
			50,000	455,000	505,000
		PRIMARY			
ria Megler Bridge	- -	G P S	350,000	900,000	1,250,000
Salem (part)	- -	4-Lane, G P S	160,000	725,000	885,000
			510,000	1,625,000	2,135,000
		SECONDARY			
idge (Corvallis)	1.1	Str., G P	5,000	395,000	400,000
ion	- -	Complete G P	- -	365,000	365,000
			5,000	760,000	765,000

PROGRAM VIII - Proposal 'A'

PROPOSED 1965 ABC FEDERAL-AID PROGRAM

DIVISION III

Highway	Section	Length	Type of Work	R
		URBAN		
Springfield	2nd Street-3rd Street Couplet	1.2	Complete G P	-
Military Avenue	Military Ave.-Harvard Ave. (Roseburg)	- -	Complete G P	-
	Reserve	- -	- -	-
				-
		PRIMARY		
Eugene-Springfield	10th St. - Highbanks Road	1.8	P S	-
Coos Bay-Roseburg	Myrtle Point - Camas Valley	- -	Continue G P S	-
Redwood	Selma - Sauers Flat (Part)	4.0	G P S	-
				-
		SECONDARY		
Elkton-Sutherlin	Kellogg Bridge - Yellow Creek	4.0	G P	15,

* $82,000 State matchin
be contributed by S

PROPOSED 1965 ABC FEDERAL-AID PROGRAM

DIVISION III

February 26, 1962

	Length	Type of Work	R/W	Const.	Total
		URBAN			
Couplet	1.2	Complete G P	- -	300,000	* 300,000
Ave. (Roseburg)	- -	Complete G P	- -	100,000	100,000
	- -	- -	- -	200,000	200,000
			- -	600,000	600,000
		PRIMARY			
Road	1.8	P S	- -	755,000	755,000
Valley	- -	Continue G P S	- -	600,000	600,000
Part)	4.0	G P S	- -	510,000	510,000
			- -	1,865,000	1,865,000
		SECONDARY			
low Creek	4.0	G P	15,000	1,000,000	1,015,000

* $82,000 State matching share to be contributed by Springfield

PROGRAM VIII - Proposal 'A'

PROPOSED 1965 ABC FEDERAL-AID PROGRAM

DIVISION IV

Highway	Section	Length	Type of Work	R/W
		URBAN		
Klamath Falls-Lakeview	Altamont Canal - Homedale Road	1.0	4-Lane	70,
		PRIMARY		
Central Oregon	Horse Ridge Section	3.5	Grading	10,
McKenzie	Deschutes River - Redmond	3.3	G. P.	80,
				90,
		SECONDARY		
Klamath Falls-Lakeview	Altamont Canal - MP 4.75	1.5	Part 4-Lane R/W GP	85,
Mt. Hood	Parkdale - Hood River	- -	Continue GPS	- -
	Reserve	- -	- -	- -
				85

PROPOSED 1965 ABC FEDERAL-AID PROGRAM

DIVISION IV

February 26, 1962

...n	Length	Type of Work	R/W	Const.	Total
		URBAN			
- Homedale Road	1.0	4-Lane	70,000	100,000	170,000
		PRIMARY			
...tion	3.5	Grading	10,000	720,000	730,000
... - Redmond	3.3	G. P.	80,000	380,000	460,000
			90,000	1,100,000	1,190,000
		SECONDARY			
- MP 4.75	1.5	Part 4-Lane R/W GP	85,000	130,000	215,000
...River	- -	Continue GPS	- -	200,000	200,000
	- -	- -	- -	115,000	115,000
			85,000	445,000	530,000

PROGRAM VIII - Proposal 'A'

PROPOSED 1965 ABC FEDERAL-AID PROGRAM

DIVISION V

Highway	Section	Length	Type of Work	R/
			URBAN	
	Reserve			-
			PRIMARY	
Old Oregon Trail	Oro Dell - La Grande Urban Limits	- -	G P	-
John Day	Flat Creek - Fields Creek	5.6	G P S	5(
Oregon-Washington	Umatilla River Section	0.7	Comp. 4-Lane Str. GP to US 30	4
				9
			SECONDARY	
Frenchglen	Narrows - Frenchglen (Selected)	10.0	G. O. S.	3
Baker-Homestead	Middle Bridge Rd. - Love Bridge	4.2	G. P. To complete	-
				3

PROPOSED 1965 ABC FEDERAL-AID PROGRAM

DIVISION V

February 26, 1962

	Length	Type of Work	R/W	Const.	Total
		URBAN			
			- -	165,000	165,000
		PRIMARY			
e Urban Limits	- -	G P	- -	195,000	195,000
s Creek	5.6	G P S	50,000	840,000	890,000
tion	0.7	Comp. 4-Lane Str. GP to US 30	45,000	275,000	320,000
			95,000	1,310,000	1,405,000
		SECONDARY			
en (Selected)	10.0	G. O. S.	30,000	470,000	500,000
- Love Bridge	4.2	G. P. To complete	- -	85,000	85,000
			30,000	555,000	585,000

PROGRAM VIII - Proposal 'B'

PROPOSED 1965 ABC FEDERAL-AID PROGRAM

ALLOCATIONS TO DIVISIONS

DIVISION	URBAN			PRIMARY			STATE SECONDARY		
	R/W	Const.	Total	R/W	Const.	Total	R/W	Const.	T
I	1,225,000	585,000	1,810,000	300,000	755,000	1,055,000	505,000	- -	5
II	50,000	455,000	505,000	510,000	2,535,000	3,045,000	5,000	760,000	7
III	- - -	600,000	600,000	- - -	1,570,000	1,570,000	15,000	1,000,000	1,0
IV	70,000	100,000	170,000	90,000	910,000	1,000,000	85,000	445,000	
V	- - -	165,000	165,000	95,000	1,085,000	1,180,000	30,000	555,000	5
TOTALS	1,345,000	1,905,000	3,250,000	995,000	6,855,000	7,850,000	640,000	2,760,000	3,4

PROPOSED 1965 ABC FEDERAL-AID PROGRAM

ALLOCATIONS TO DIVISIONS

February 26, 1962

PRIMARY			STATE SECONDARY			TOTAL		
R/W	Const.	Total	R/W	Const.	Total	R/W	Const.	Total
300,000	755,000	1,055,000	505,000	- -	505,000	2,030,000	1,340,000	3,370,000
510,000	2,535,000	3,045,000	5,000	760,000	765,000	565,000	3,750,000	4,315,000
- - -	1,570,000	1,570,000	15,000	1,000,000	1,015,000	15,000	3,170,000	3,185,000
90,000	910,000	1,000,000	85,000	445,000	530,000	245,000	1,455,000	1,700,000
95,000	1,085,000	1,180,000	30,000	555,000	585,000	125,000	1,805,000	1,930,000
995,000	6,855,000	7,850,000	640,000	2,760,000	3,400,000	2,980,000	11,520,000	14,500,000

PROGRAM VIII - Proposal 'B'

PROPOSED 1965 ABC FEDERAL-AID PROGRAM

DIVISION I

Highway	Section	Length	Type of Work
	URBAN		
Sunset	Highlands Interchange - Stadium Freeway	1.7	Continue R/W G P S
Beaverton-Tigard	Cedar Hills - Beaverton	2.5	Continue R/W
	PRIMARY		
Mount Hood	Anderson Road - Duncan Road	6.1	Complete 4 Lane, GPS
Cascade	Parkplace - Oregon City	1.0	Complete R/W
	Reserve		
	SECONDARY		
Beaverton-Tigard	Beaverton - R. H. Baldock Freeway	4.8	Continue R/W

PROPOSED 1965 ABC FEDERAL-AID PROGRAM

DIVISION I

February 26, 1962

	Length	Type of Work	R/W	Const.	Total
		URBAN			
e - Stadium Freeway	1.7	Continue R/W G P S	225,000	585,000	810,000
ton	2.5	Continue R/W	1,000,000	- - -	1,000,000
			1,225,000	585,000	1,810,000
		PRIMARY			
an Road	6.1	Complete 4 Lane, GPS	100,000	715,000	815,000
ity	1.0	Complete R/W	200,000	-- -	200,000
			- - -	40,000	40,000
			300,000	755,000	1,055,000
		SECONDARY			
aldock Freeway	4.8	Continue R/W	505,000	- - -	505,000

PROGRAM VIII - Proposal 'B'

PROPOSED 1965 ABC FEDERAL-AID PROGRAM

DIVISION II

Highway	Section	Length	Type of Work
		URBAN	
Corvallis-Lebanon	Willamette River Bridge Sec. (Corvallis)	1.1	Str., G P
	Reserve	- -	- -
		PRIMARY	
Oregon Coast	Astoria - Camp Rilea, N. Unit	3.3	Complete G P S
Oregon Coast	Oregon Approach Astoria Megler Bridge	- -	G P S
Willamina-Salem	Independence Jct. - Salem (part)	- -	4-Lane, G P S
		SECONDARY	
Corvallis-Lebanon	Willamette River Bridge (Corvallis)	1.1	Str. G P
Alsea	Alsea Mountain Section	- -	Complete G P

PROPOSED 1965 ABC FEDERAL-AID PROGRAM

DIVISION II

February 26, 1962

	Length	Type of Work	R/W	Const.	Total
		URBAN			
Sec. (Corvallis)	1.1	Str., G P	50,000	250,000	300,000
	- -	- -	- -	205,000	205,000
			50,000	455,000	505,000
		PRIMARY			
. Unit	3.3	Complete G P S	- -	660,000	660,000
Megler Bridge	- -	G P S	350,000	900,000	1,250,000
m (part)	- -	4-Lane, G P S	160,000	975,000	1,135,000
			510,000	2,535,000	3,045,000
		SECONDARY			
(Corvallis)	1.1	Str. G P	5,000	395,000	400,000
	- -	Complete G P	- -	365,000	365,000
			5,000	760,000	765,000

PROGRAM VIII - Proposal 'B'

PROPOSED 1965 ABC FEDERAL-AID PROGRAM

DIVISION III

Highway	Section	Length	Type of Work	R/W
		URBAN		
Springfield	2nd Street-3rd Street Couplet	1.2	Complete G P	-
Military Avenue	Military Ave.-Harvard Ave. (Roseburg)	- -	Complete G P	-
	Reserve	- -	- -	-
				-
		PRIMARY		
Eugene-Springfield	10th St. - Highbanks Road	1.8	R/W, P S	-
Coos Bay-Roseburg	Myrtle Point - Camas Valley	- -	Continue G P S	-
Redwood	Selma - Sauers Flat (Part)	4.0	G P S	-
				-
		SECONDARY		
Elkton-Sutherlin	Kellogg Bridge - Yellow Creek	4.0	G. P.	15,

* $82,000 State matchin
be contributed by S

PROPOSED 1965 ABC FEDERAL-AID PROGRAM

DIVISION III

February 26, 1962

	Length	Type of Work	R/W	Const.	Total
		URBAN			
Couplet	1.2	Complete G P	- -	300,000	* 300,000
Ave. (Roseburg)	- -	Complete G P	- -	100,000	100,000
	- -	- -	- -	200,000	200,000
			- -	600,000	600,000
		PRIMARY			
Road	1.8	R/W, P S	- -	755,000	755,000
Valley	- -	Continue G P S	- -	455,000	455,000
Part)	4.0	G P S	- -	360,000	360,000
			- -	1,570,000	1,570,000
		SECONDARY			
low Creek	4.0	G. P.	15,000	1,000,000	1,015,000

* $82,000 State matching share to be contributed by Springfield

PROGRAM VIII - Proposal 'B'

PROPOSED 1965 ABC FEDERAL-AID PROGRAM

DIVISION IV

Highway	Section	Length	Type of Work	R/W
		URBAN		
Klamath Falls-Lakeview	Altamont Canal - Homedale Road	1.0	4-Lane	70,0
		PRIMARY		
Central Oregon	Horse Ridge Section (Part)	3.5	Grading	10,0
McKenzie	Deschutes River - Redmond	3.3	G. P.	80,0
				90,0
		SECONDARY		
Klamath Falls-Lakeview	Altamont Canal - MP 4.75	1.5	Part 4-Lane R/W GP	85,0
Mt. Hood	Parkdale - Hood River	- -	Continue GPS	- -
	Reserve	- -	- -	- -
				85,0

PROPOSED 1965 ABC FEDERAL-AID PROGRAM

DIVISION IV

February 26, 1962

	Length	Type of Work	R/W	Const.	Total
		URBAN			
Homedale Road	1.0	4-Lane	70,000	100,000	170,000
		PRIMARY			
on (Part)	3.5	Grading	10,000	530,000	540,000
Redmond	3.3	G. P.	80,000	380,000	460,000
			90,000	910,000	1,000,000
		SECONDARY			
MP 4.75	1.5	Part 4-Lane R/W GP	85,000	130,000	215,000
iver	- -	Continue GPS	- -	200,000	200,000
	- -	- -	- -	115,000	115,000
			85,000	445,000	530,000

PROGRAM VIII - Proposal 'B'

PROPOSED 1965 ABC FEDERAL-AID PROGRAM

DIVISION V

Highway	Section	Length	Type of Work	
			URBAN	
	Reserve			
			PRIMARY	
Old Oregon Trail	Oro Dell - La Grande Urban Limits	- -	G P	
John Day	Flat Creek - Fields Creek	5.6	G P S	5
Oregon-Washington	Umatilla River Section	0.7	R/W	4
				9
			SECONDARY	
Frenchglen	Narrows - Frenchglen (Selected)	10.0	G. O. S.	3
Baker-Homestead	Middle Bridge Rd. - Love Bridge	4.2	G. P. To complete	
				3

PROPOSED 1965 ABC FEDERAL-AID PROGRAM

DIVISION V

February 26, 1962

	Length	Type of Work	R/W	Const.	Total
		URBAN			
			- -	165,000	165,000
		PRIMARY			
rban Limits	- -	G P	- -	195,000	195,000
reek	5.6	G P S	50,000	890,000	940,000
n	0.7	R/W	45,000	- -	45,000
			95,000	1,085,000	1,180,000
		SECONDARY			
(Selected)	10.0	G. O. S.	30,000	470,000	500,000
ve Bridge	4.2	G. P. To complete	- -	85,000	85,000
			30,000	555,000	585,000

RECEIVED
FEB 27 1962
FOR FILING
Court
Bridges
U.S. State
Jct's

February 26, 1962

Oregon State Highway Commission

Gentlemen:

The survey for the Astoria-Megler Bridge and the Oregon approach thereto has been completed. A public hearing was held in Astoria on February 7, 1962, with objections confined to minor details.

It is recommended, therefore, that you approve the survey on that right-of-way acquisition may proceed.

The matter will be on the agenda for the next Highway Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

cc Mr. R. L. Porter

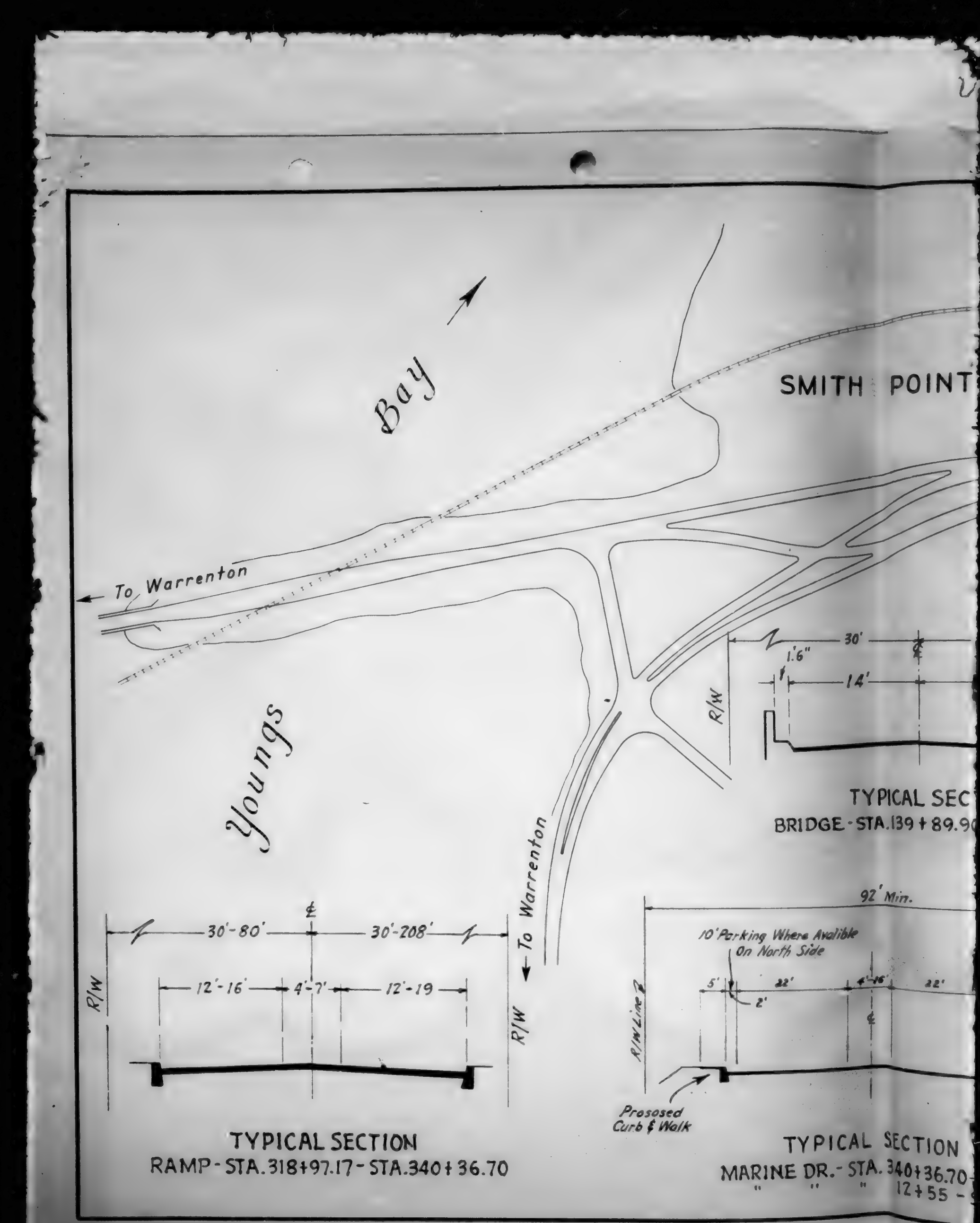
RLP:ajw:er

Bay

SMITH POINT

To Warrenton

Youngs



Br. = 3.39 Mi., Appr. = 0.41 Mi., Hwy. = 0.64 Mi.

SURVEY ADOPTED DEC. 16, 1959

S. P. & S. RY.

END OF SURVEY
STA. 3+07.3" = 356+52.31 EQU.

POINT

Relocated Highway

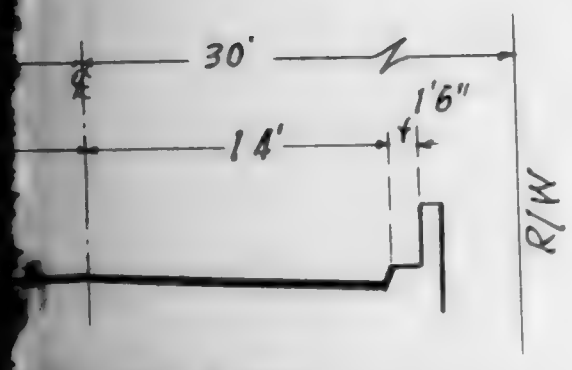
MARINE DR.

PORTWAY

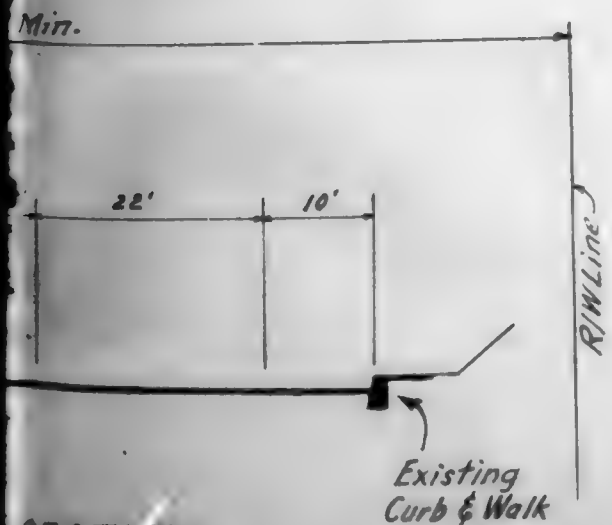
HAMBURG AVE.

Existing Highway

U S 101



PICAL SECTION
.139+89.90 - STA. 318+97.17



SECTION
340+36.70 - STA. 356+52.31
12+55 - STA. 30+00

ASTORIA

Public Hearing ____ Held Feb. 7, 1962

System Action

County ____ NOT REQUIRED

State Highway Commission _ REQUIRED

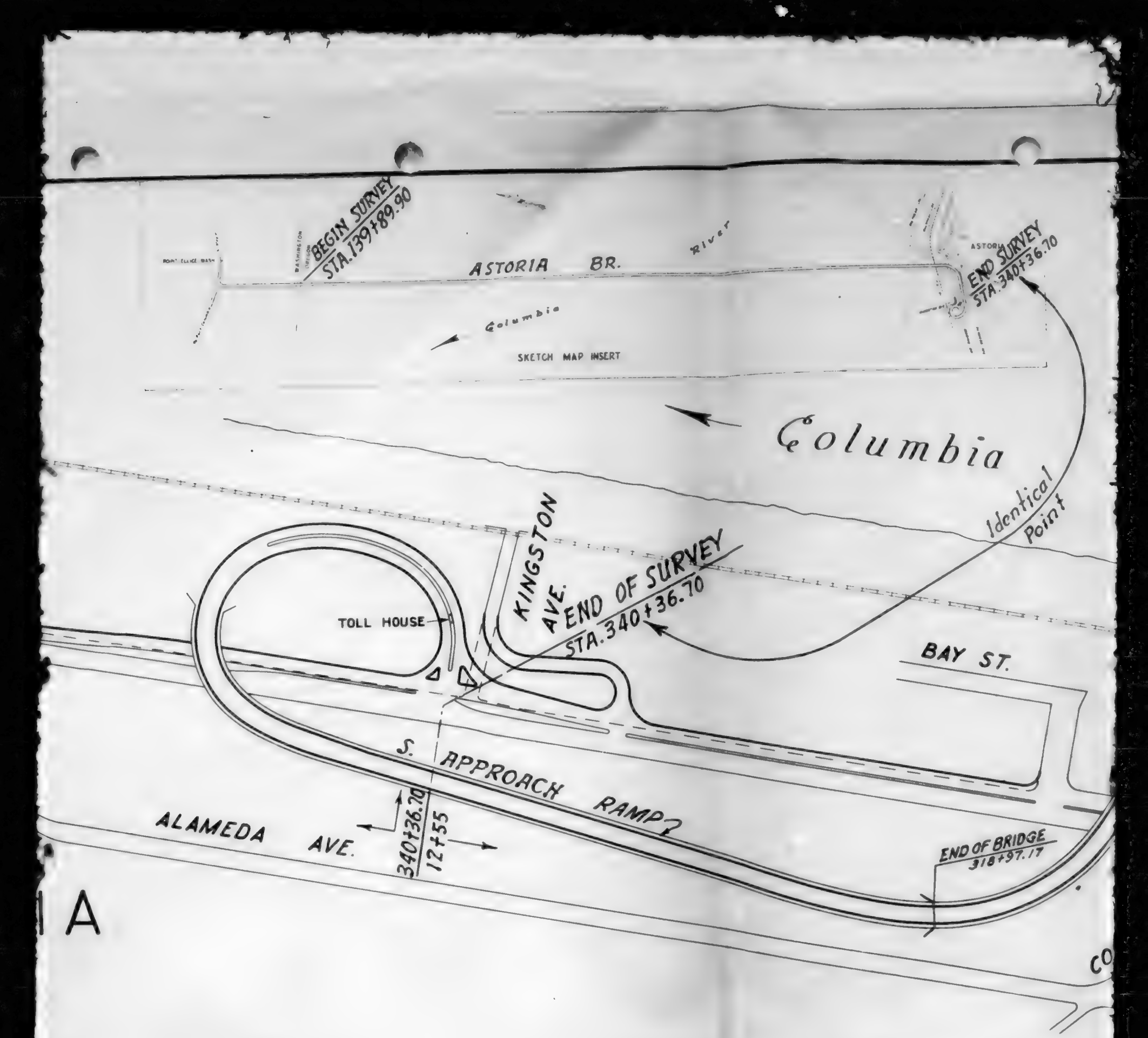
Bureau of Public Roads ___ REQUIRED

Throughway Resolution Adopted _ REQUIRED

Access Control ____ LIMITED ____

DEPUTY

DATE



APPROVED

DEPUTY STATE HIGHWAY ENGINEER

MAR 2 1962

DATE

OREGON STATE HIGHWAY D

Survey Approval Ma

ASTORIA BR. & S. APPROACH RAMP & COLUMBIA

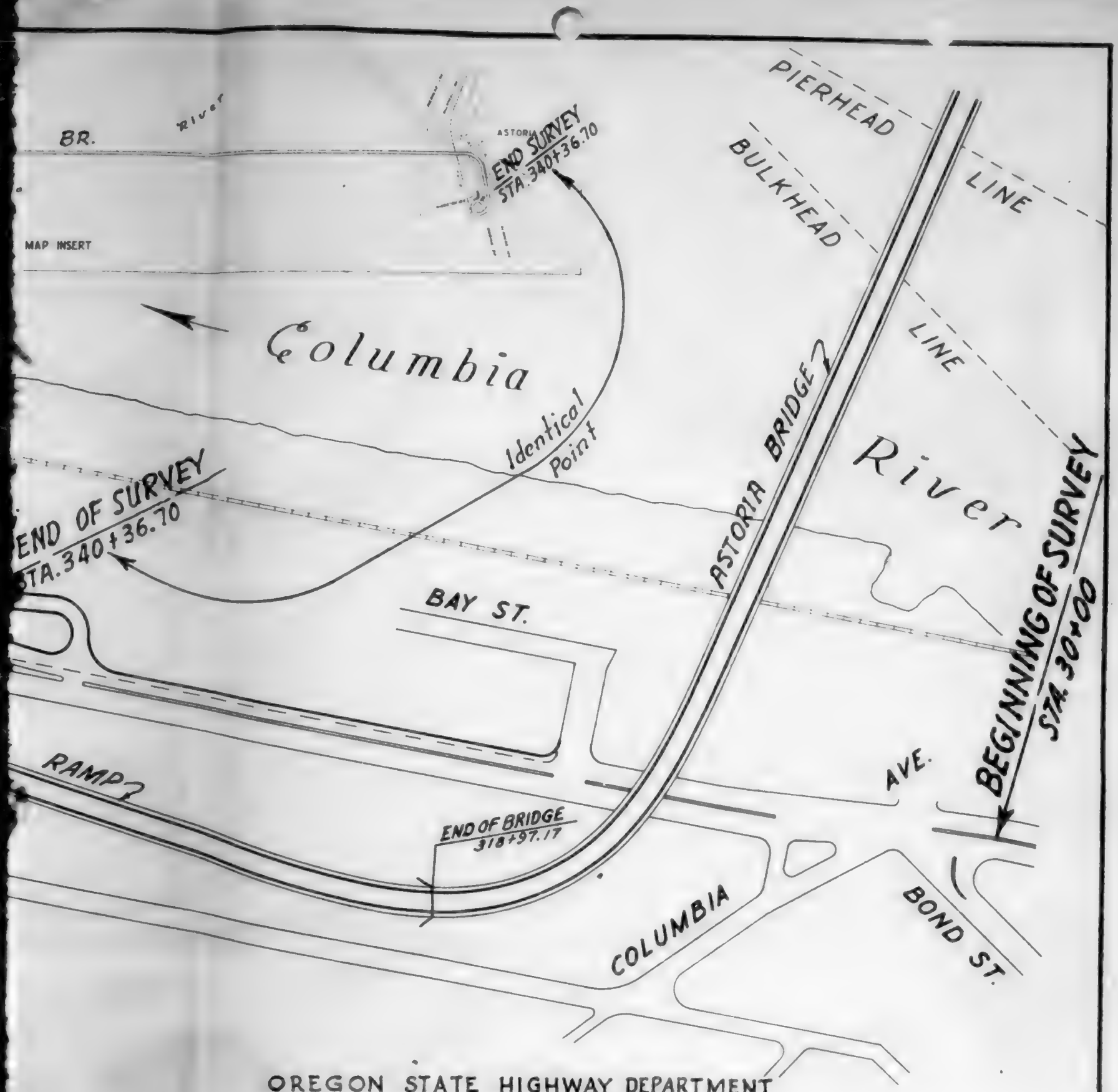
OREGON COAST HIG

CLATSOP COUNT

Scale: 1" = 200'

DRG. NO. 10C-41

For Details See Drg. No. 58-22-15, Ma



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

ORIA BR. & S. APPROACH RAMP & COLUMBIA AVE.-HAMBURG AVE. SECTIONS

OREGON COAST HIGHWAY

CLATSOP COUNTY

Scale: 1" = 200' Feb., 1962

DRG. NO. 10C-41-6

For Details See Drg. No. 5B-22-15, May, 1939, 8B-24-17, Jan. 1962

FORM E-30 BOM 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 23, 1962

SUBJECT: Survey Approval
Astoria Bridge & South Approach Ramp &
Columbia Avenue-Hamburg Avenue Section
Oregon Coast Highway

To: Mr. R. L. Porter
Asst. State Highway Engineer
BUILDING

Herewith are 17 prints of a survey approval map for the Astoria Bridge and South Approach Ramp and Columbia Avenue-Hamburg Avenue Section of the Oregon Coast Highway together with a suggested letter to the Commission.

F. D. Morgan
Construction Engineer

By

J. E. Morelock
Chief Locating Engineer

JEM:jd

Attachment

RECEIVED

Coop: Please check.
Leonard

Memorandum of Understanding

This relates to the meeting between Forrest Cooper and William A. Bugge, Highway Engineers of Oregon and Washington, respectively, and Delbert A. Johnson and Leonard I. Lindas, Chief Counsels of the Highway Departments of Washington and Oregon, respectively, and their meeting with Rex Whitten, Highway Administrator, Bureau of Public Roads and members of his staff in Washington, D. C. at 9:00 on the morning of Monday, February 26th.

This meeting had to do with the request of the Oregon and Washington Highway Departments that the approaches to the Astoria bridge, and the bridge proper, be qualified and programmed for federal-aid in the event such aid was to be used in the reduction of the bonded indebtedness then existing upon the bridge proper. It was also disclosed that it was the intention of the State of Oregon to program and seek federal-aid for the approach to said bridge on the Oregon side.

UNITED PORTER

After a complete and lengthy discussion concerning the problems that have arisen in connection with programming of the bridge for federal-aid, the following understanding was reached ~~xxxx~~ between the Highway Administrator, his staff and the members of the Oregon and Washington Highway Departments:

Porter

1. The Bureau ~~xx~~ of Public Roads will agree to the programming of the bridge for federal-aid, as well as the approaches to said bridge. This to be conditioned upon the

Highway Departments of Oregon and Washington agreeing with the Bureau that they will abide by the terms of Section 129 of Title 23, Highway Laws of the United States, and that they will also agree to abide by the terms of the permit issued by the Corps of Engineers for the construction of said bridge.

This agreement is to be in written form and to be subscribed to by the Highway Commission of the State of Oregon and the Highway Administrator of the State of Washington.

The terms of this agreement enumerated above were agreed upon at a conference between Leonard I. Lindas, Chief Counsel of the Oregon Highway Department, Delbert Johnson, Chief Counsel of the Washington Highway Department, David Black, General Counsel of the Bureau of Public Roads and Joseph A. Barnett, Engineering Assistant to Mr. Rex A. Whitten, Highway Administrator.

It xx was further understood between the parties that the use of federal-aid upon the bridge proper would be for the reduction or elimination of the bonded indebtedness then existing and was not to be used for the payment of interest on said bonded indebtedness.

OREGON STATE HIGHWAY DEPARTMENT

DEPARTMENT CORRESPONDENCE

February 14, 1962
Salem, Oregon

SUBJECT: Astoria Bridge Ramp
Clatsop County

To: Mr. J. D. Walker
Division Engineer
State Highway Building
Salem, Oregon

RECEIVED
FEB 14 1962
OFFICE OF
DIVISION ENGINEER
SALEM, OREGON 2

NOTED
R. D ASBURRY

This office has been requested to furnish an estimate of the difference in cost to the State Highway Commission between that required to furnish a curved approach and connection to Kingston Avenue on the westerly side of the Tidewater Oil Company property in Astoria, Oregon, as against that required for the necessary lesser taking from the oil company and I. L. W. U. properties, to furnish an adequate approach to the proposed Columbia River Bridge only, without regard to city street connections.

A map for this purpose has been provided by the Division Engineer's office, outlining, first, in red, the property required if the State is to provide the street connection. Outlined in blue is the property which the city would need to acquire in order to provide a suitable facility for servicing the properties and improvements lying easterly of Tidewater Oil Company and northerly of the railroad and Industry Drive.

Based on the revised maps supplied, a copy of which is attached hereto and made an exhibit with this report, the following estimate will be divided into three phases:

I. ESTIMATED COST OF RIGHT OF WAY NEEDED TO FURNISH BRIDGE APPROACH EXCLUSIVE OF CITY STREET CONNECTION:

I.L.W.U. property	$ 5,500.00	
Tidewater Oil Company	17,500.00	
Total		$23,000.00

II. ESTIMATED COST OF RIGHT OF WAY NEEDED IF STATE IS TO FURNISH CONNECTION TO KINGSTON AVENUE:

I.L.W.U. property	$ 6,000.00	
Tidewater Oil property	19,200.00	
Total		$25,200.00
EXCESS OF PHASE II OVER PHASE I		$ 2,200.00

NOTED
J. D WALKER

III. ESTIMATED COST OF RIGHT OF WAY TO PROVIDE A 60-FOOT STREET CONNECTION BETWEEN MARINE DRIVE AND INDUSTRY DRIVE ALONG THE COMMON BOUNDARY BETWEEN I.L.W.U. AND TIDEWATER OIL COMPANY PROPERTIES AND RIGHT OF WAY PURCHASE NECESSARY NORTH OF INDUSTRY DRIVE: (Outlined in blue)

I.L.W.U. property	$ 3,000.00	
Union Fishermen's Co-op Packing Co.	3,500.00	
Tidewater Oil Co.	8,000.00	
Port of Astoria	15,000.00	
Total		$29,500.00

In formulating the above, it should be mentioned that in the original estimate it was assumed that the State would be responsible for continuing the Kingston Street connection to include the Port of Astoria property, to supply properties westerly of Kingston Avenue and northerly of the railroad. With the understanding that the State is to assume no responsibility for this (as the blue outline would indicate), only the $2,200 differential between Phase I and Phase II above would be allotted to the city if the city is to provide its own street connection.

Respectfully submitted,

Robert C. Friess
Liaison Agent

RCF:bs

Attachments

cc Mr. W. T. Wright
Mr. L. I. Lindas
Mr. E. J. Benner

NOTED
J. G. CANFIELD

RECEIVED
JAN 15 1962
FOR FILING

WILLIAM H. CUNNINGHAM
CITY MANAGER

CITY OF ASTORIA OREGON

January 30, 1962

Mr. J. B. Walker
Division Engineer
State Highway Department
Salem, Oregon

Dear Mr. Walker:

At a regular meeting of the city council on January 2, 1962, the council members reviewed the proposed relocation of Kingston Street as submitted by the State Highway Department. Following the discussion the council referred the proposal to the city planning commission.

At its regular meeting on Wednesday, January 3, 1962, the planning commission considered this proposed access street and after much discussion voted to recommend an access road that would run north from West Marine Drive at the location of the present Union Fish Company road, then across the Spokane, Portland and Seattle right of way, then west on property parallel to the railway right of way to property of the port of Astoria. It was also suggested that a fifty foot right of way be acquired by the state highway department for this relocation route.

The port commission is agreeable to having its fisherman's dock building moved northward the required number of feet so that it will not cause an interference to the proposed street on port property.

The city council concurred with the planning commission recommendation and at its meeting on January 15, 1962, authorized the writer to advise your office of the action.

Should you have questions I shall be happy to answer them.

Very truly yours,

THE CITY OF ASTORIA

By:

William H. Cunningham,
City Manager

WHC:rmb
cc: Mr. Ed Hall

Bay
SMITH PO
To Warrenton
Youngs
To Warrenton
HEARIN
ASTORIA BRIDGE
OREGON CO
Ja
0
Sc

S. P. & S. RY.

H POINT

MARINE

PORTWAY

DR.

U S 101

HAMBURG AVE.

(ILLWACO AVE.)

HEARING MAP

RIDGE SOUTH APPROACH

GON COAST HIGHWAY

Jan., 1962

0 50 100 150

Scale in feet

ASTORIA

River

Columbia

SKETCH MAP INSERT

Colum

PORTWAY

DR.

TOLL HOUSE

KINGSTON AVE.

S 101

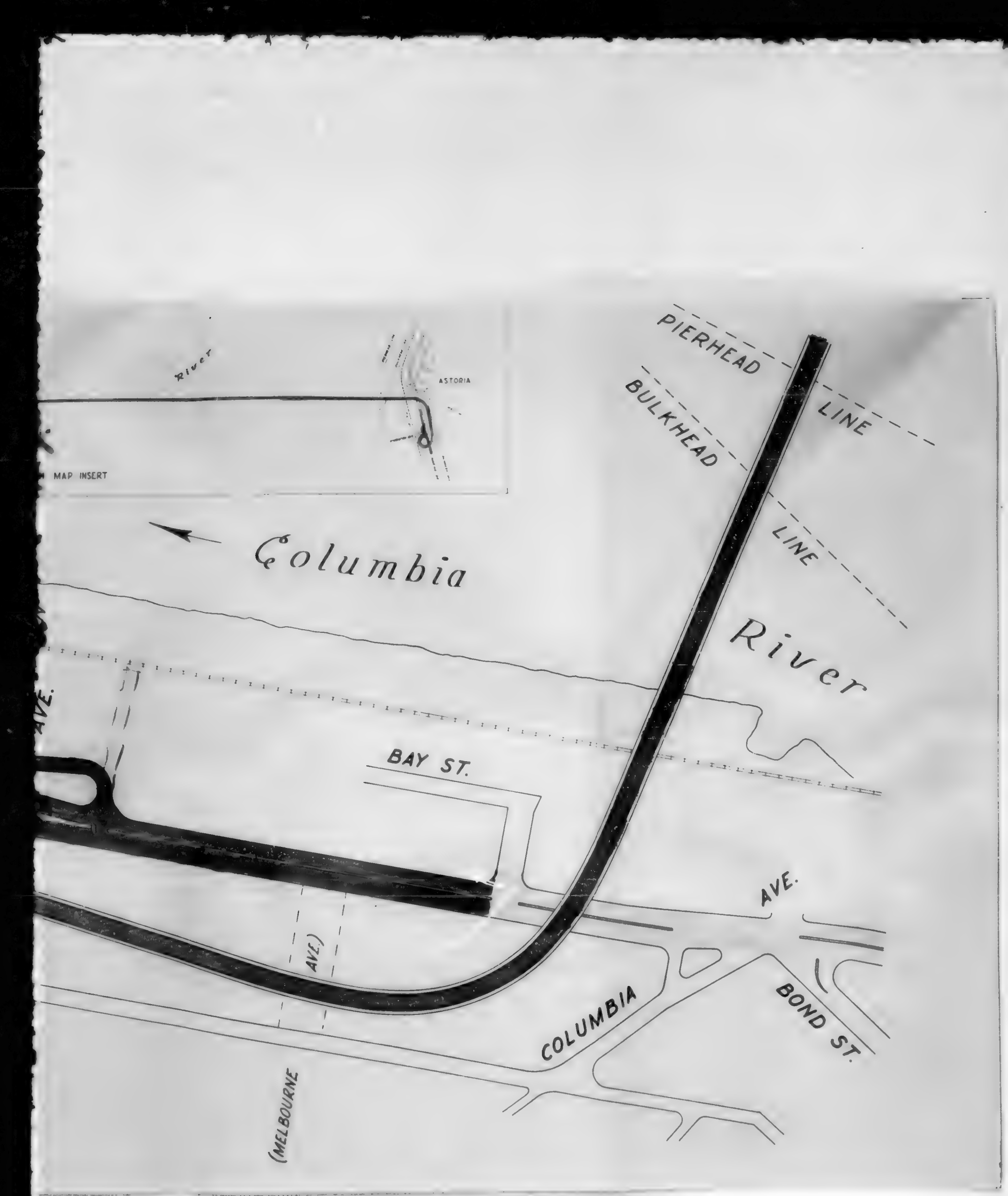
(ILLWACO AVE.)

(KINGSTON AVE.)

ALAMEDA AVE.

(MELBOURNE AVE.)

TORIA


River
ASTORIA
MAP INSERT
Columbia
PIERHEAD
LINE
BULKHEAD
LINE
River
BAY ST.
AVE.
AVE.)
COLUMBIA
BOND ST.
(MELBOURNE

RECEIVED

FORM CD-121 (8-62-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

FOR FILE

F-11

DATE: January 19, 1962

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

FROM : C. G. Polk, Division Engineer
08-35.3 Salem, Oregon

SUBJECT: Oregon Federal-aid Primary Program

Our July 27, 1961 memorandum advised that Project F-115(15), Item 372, of the above program had been deferred pending receipt of review comments from our Washington office. This project which involved the preliminary engineering phase for the Oregon approach to the Astoria-Megler Bridge was questioned in view of the period of time for which tolls are expected to be collected on this structure.

We have been advised that this project cannot be approved for Federal participation unless the States agree to terminate tolls when the total cost has been recovered or within 30 years, as required by the General Bridge Act of 1946 (33 USC Sections 525-533) pursuant to which the Corps of Engineers issued the permit, whichever occurs first.

In view of this determination and the present terms of the Interstate agreement, approval of Project F-115(15) has been denied.

RECEIVED
JAN 21 1962

NOTED
P. M. STEPHENSON

Pux 452

12-29-61

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an overcrossing over the right of way and tracks of Spokane, Portland and Seattle Railway Company, known as the ASTORIA BRIDGE OVERCROSSING project, in the Southwest quarter (SW¼) of Section 7, Township 8 North, Range 9 West, W.M., Clatsop County, Oregon.

P E T I T I O N

No._____

The Petitioner herein respectfully represents:

I

That the name and address of your Petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this Petition is made under the authority of ORS 366.205, ORS 763.040 and ORS 763.080.

III

That the Petitioner, in cooperation with the State of Washington, proposes the construction of an interstate bridge across the Columbia River. This bridge will extend from the City of Astoria to Point Ellice, Washington. The construction of the connections and approaches to the bridge will make it necessary and desirable to construct an overcrossing over the tracks and right of way of Spokane, Portland and Seattle Railway Company as shown by Drawings No. P-40 and No. 17141, attached hereto and by this reference made a part hereof.

IV

That the average annual daily traffic on the proposed overcrossing will be 600 vehicles and the traffic on the railroad will consist of ten train

movements, which includes eight switching movements.

V

That the construction of the proposed overcrossing is necessary and proper for the safety, service and convenience of the public, and, further, the topography of the site makes a crossing at grade impracticable.

VI

The highway centerline station at the point of intersection with the railroad centerline is 312+38.55 which equals railroad station 24+00. The angle of the intersection is 76° 14' 40" in the Southwest quadrant.

VII

That Petitioner proposes that construction and maintenance be handled and the cost thereof borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications, award a contract or contracts for the construction of the proposed grade separation structure, including highway approaches, and supervise the construction thereof.

(b) From state highway funds finance the construction of said project, including reimbursement to Railway Company for necessary expenditures incurred in connection therewith under the accounting practices contained in PPM 30-3, issued by the Public Roads Administration under date of August 15, 1955, and amendments and supplements thereto.

(c) Maintain the overcrossing structure with its appurtenances and approaches after completion of the project.

THINGS TO BE DONE BY RAILWAY COMPANY:

(a) Subject to reimbursement under federal regulations:

1. Furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during construction of the project.

(b) At its own cost and expense maintain the railroad tracks with their appurtenances and facilities after completion of the project.

VIII

That there will be no impairment of clearances on the railroad in violation of Public Utility Commissioner's Order No. 33700.

IX

That the proposed construction is located in the Southwest quarter ($SW\frac{1}{2}$) of Section 7, Township 8 North, Range 9 West, W.M., within the city limits of Astoria, Clatsop County, Oregon

WHEREFORE, Petitioner prays for an order authorizing such construction and allocation of costs in accordance herewith, and for such further order or orders as may be just and proper in the premises.

Dated at Salem, Oregon this 29th day of December,

1961.

STATE OF OREGON, by and through its
State Highway Commission
L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By _____
GLEN V. SORENSEN - Staff Attorney

STATE OF OREGON)
) ss
County of Marion)

I, Ivan D. Merchant, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing petition is true as I verily believe.

_____
IVAN D. MERCHANT

Subscribed and sworn to before me this _____ day of _____,
1961.

_____
GLEN V. SORENSEN
Notary Public for Oregon
My Commission Expires Oct. 15, 1962

I certify that the above is a true and correct copy of the foregoing petition and the whole thereof.

_____
GLEN V. SORENSEN - Staff Attorney

F-29(18)	Elbo Point Sec., Coos Bay-Roseburg Hwy. (Grad., Oil. & 2 Struct.)	1964
#6500		

RECEIVED
JAN 17 1966
FOR FILING

F-29(14)

6500

January 17, 1966

Reliance Insurance Company
Portland Office
520 Oregon Bank Building
Portland, Oregon

Gentlemen:

Contract No. 6500 awarded to S. A. Hutchins and Associates Construction Company for grading, oiling, and structures on the Elbow Point Section of the Coos Bay-Roseburg Highway in Coos County was completed on October 27, 1965, and accepted by the Highway Commission on January 13, 1966.

Final payment in the amount of $31,421.31 will be released to the contractor after January 24, 1966. The total contract amount is $608,169.92 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc S. A. Hutchins & Associates
Constr. Co.
P. O. Box 190
Sutherlin, Oregon

Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon
L. H Young
C. H Maison
Attn: John Herr

RECEIVED
JAN 13 1966
FOR FILING

F-29 (18)

GSD

January 13, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed October 27, 1965, on Contract No. 6500. The contract was with J. A. Hutchins & Associates Construction Co. and was for grading, oiling and structures on the Elbow Point Section of the Coos Bay-Roseburg Highway in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 13, 1966, and that you concur in this procedure at the Commission meeting on January 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

RECEIVED
JAN 14 1966
FOR FILING

F-29(18)

6-1011

Oregon State Highway Department

January 12, 1966

Accounting Division	( )	Traffic Division	( )
Bridge Division	( )	Division Engineer (No.)	( )
Construction Division	( )	Maintenance Division (Seeding & Mulching Sec.)	( )

Project No. F-29(18), Elbow Point Section, Contract No. 65[illegible]0, Prefix 6-1011 is currently being finaled with the Bureau of Public Roads. It is necessary that Office Engineering knows if there is work yet to be done or if there are any delayed costs that should be charged to this prefix. Notification as to the status of the project must be received by January 31, 1966 so that the project can be finaled and the prefix cancelled. Your prompt reply is requested.

Note: The Division Office will be responsible for contacting the resident engineer currently in charge of the project area.

L. H. Young
Office Engineer

PH:mb

RECEIVED
JAN 13 1966
FOR FILING

F-29(18)
6511

3-f
12-14-65

December 15, 1965

S. A. Hutchins & Associates
Construction Company
P. O. Box 193
Sutherlin, Oregon

#1

Gentlemen:

The State Highway Commission at its meeting on December 14 considered your request for an extension of the specified completion date from October 1 to October 15, 1966, to complete Contract No. 6511 for grading, oiling, and structures on the Elbow Point Section of the Coos Bay-Roseburg Highway in Coos County.

After considering the recommendation of the Engineer and other available information, the Commission denied your request.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

lhm

cc Jewett, Barton, Leavy & Kern
618 S. W. 5th Avenue
Portland, Oregon 97204
(Attached time extension request)
L. R. Chandler
Bob Johnson
F. D. Morgan
L. H. Young
C. H. Matson
Bureau of Public Roads.

FORM E-30 5011 3-65 SP°6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 4, 1965

To:
Mr. F. B. Klaboe
Asst. State Highway Engineer
BUILDING

SUBJECT:
Extension of Time
Elbow Point Section
Coos Bay-Roseburg Highway
Contract No. 6500

Attached is a request from S. A. Hutchins and Associates Construction Company, contractor on the subject contract, for an extension of the specified completion date from October 1 to October 15, 1965 without the assessment of liquidated damages.

The contractor's request is based on delays caused by the December, 1964 and January, 1965 storms and subsequent flooding and delay following the storms when work on the bridges could not be done due to high water and mud.

The contract records indicate that the contractor was able to work on this project as late in the fall as might normally be expected. During the time that the winter floods occurred, the contractor's operations were suspended due to normal inclement winter weather. Further, virtually no damage was sustained due to the flood. The contractor did not resume his operations as early in the spring as he could have, nor were his efforts during the early summer season adequate to complete the project within the specified time. The bridge subcontractor was delayed in the completion of the structures due to the non-completion of the grading work at the bridge ends during the early part of the summer season.

The specified completion date for this contract was October 1, 1965. The actual completion date was October 27, 1965, which is 18 penalty days amounting to $3,780.00, based on the penalty rate of $210.00 per day.

Because the contractor's operations had been effectively stopped prior to the winter floods and because he did not expeditiously prosecute the work when he resumed his operations in the Spring, we recommend that this request be denied. This project is covered by the 1954 specifications with special provisions deleting all reasons for time extension except "strikes".

This matter has been discussed with the Bureau of Public Roads' Area Engineer, who indicates that they will concur in our denial.

A rough draft of a letter to the Highway Commission is attached.

The contractor's bonding company has requested that a copy of the time extension request be forwarded to them after the Commission has acted on it. Their envelope and a copy of their letter are attached for this purpose.

F. D. Morgan
Construction Engineer

By John Bond

John Bond
Staff Assistant

JB:nh

Enc.

RECEIVED
NOV 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER

LLOYD'S AGENCY

JEWETT, BARTON, LEAVY & KERN

J. B. L. & K. CORPORATION

FAILING BLDG. – 618 S. W. 5th AVE. • PORTLAND, OREGON 97204 • CABLE ADDRESS: HEWETT, PORTLAND • CAPITOL 2-1831

September 29, 1965

Mr. Bobby D. Johnson, Resident Engineer
Oregon State Highway Department
P.O. Box 3[illegible]
Coquille, Oregon

Re: Reliance Bond #B 25 45 49
Contract #6500- Coos Bay Roseburg Highway,
Elbow Point Section - Grading, Oiling & Structures

Dear Mr. Johnson:

Enclosed please find a Contractors Request for Increase in Number of Workdays to Complete Construction Contract for the above captioned bond. It has been properly executed by the contractor, S.A. Hutchins and Associates Construction Company, and by the surety, Reliance Insurance Company.

Please send a copy of the request to this office when it has been completed by the engineer. A self-addressed, stamped envelope is enclosed for your convenience.

We trust you will find the enclosures to be in order.

Very truly yours,

J. B. L. & K. CORPORATION

S.H. Melrose, Jr. C.P.C.U.

SHM/lp
Encl.

cc: S.A. Hutchins and Associates Consbruction Company
P.O. Box 190
Sutherlin, Oregon

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Elbow Point	WEEK ENDING: December 10, 1965	
	SECTION PREFIX: 6-1011	
HIGHWAY: Coos Bay - Roseburg	COUNTY: Coos	
NAME OF JOB: Elbow Point	KIND OF WORK: Grading, Oiling & Structures	
CONTRACTOR: S. A. Hutchins & Assoc. Constr. Co.	CONTRACT NUMBER: 6500	FEDERAL AID PROJECT NUMBER: F-29 (18)
DATE OF CONTRACT: Sept. 25, 1964	DATE WORK STARTED: Sept. 28, 1964	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: Oct. 1, 1965	PERCENT OF TIME ELAPSED: 108
PROJECT AUTHORIZATION: $ 737,730.84	ENGINEERING AUTHORIZATION: $ 52,460.86	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 685,269.96		PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 611,349.88	ENGINEERING COST TO DATE: $ 52,533.13	
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 12 %	PERCENT OF AUTHORIZATION: 100 %	DATE PROJECT WAS COMPLETED: Oct. 27, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
	100	100	100	100	100			
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING	
MILES IN PROJECT			.78	.78			.78	
MILES PARTIALLY COMPLETED								
MILES COMPLETED			.78	.78			.78	
TOTAL ESTIMATED QUANTITIES (CONTRACT)			184,700 cy	18,400 ton			3,500 ton	
TOTAL QUANTITIES CORRECTED TO DATE			185,995 cy	16,290 ton			3,470 ton	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			185,995 cy	16,290 ton			3,470 ton	
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9215	9216						
PERCENT	100%	100%						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Rain			
TUESDAY	Rain			
WEDNESDAY	Rain			
THURSDAY	Overcast			
FRIDAY	Overcast			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Estimate submitted to Division Office on Dec. 10,1965

Final Report

SIGNED Bobby D. Johnson LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
NOV 9 - 1965
FOR FILING

November 8, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 1
December 14, 1965 Meeting

Gentlemen:

S. A. Hutchins and Associates Construction Company, contractor on the Elbow Point Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 6500, requests an extension of the completion date from October 1 to October 15, 1965. The contractor's request is based on alleged delay caused by the December 1964 and January 1965 storms and flood damage.

The contract records indicate that the contractor was able to work on this project prior to the flood as much as might normally be expected during the fall and winter construction season. The Resident Engineer's weekly reports indicate that virtually no damage was sustained due to the flood. The major reason the contract was not completed within the time specified was because the contractor did not expeditiously prosecute his work. I recommend that this request be denied. The project was completed October 27, 1965, and the liquidated damages which have been assessed, amount to $3,780.

This matter will be on the agenda for your consideration at the December 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
L. R. Chandler
C. H. Maison

JB:nh bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6500 Contractor C. A. Hutchins & Associates Constr. Co.

Highway Coos Bay-Roseburg

Section Elbow Point

Kind of Work Grading, Oiling, and Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~GRANTED~~. The reasons for such recommendation are as follows:

Contract records indicate that virtually no damage was sustained due to the winter storms and flood.

Recommended for Approval:

John Quenzer
Asst. Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	6500
Project designation	F-29 (18) State-Federal
Date awarded	Sept. 25, 1964
Work started	Sept. 28, 1964
Per cent completed	100-Oct. 27, 1965 Date
Spec. Compl. Date ~~No. of Workdays Allowed~~	Oct. 1, 1965
~~No. of Workdays Used~~	
Req. Extension to ~~No. of Added Workdays Requested~~	None

State Printing 27939

E—330 (Rev.)—5M—6-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 21, 19 65

Gentlemen:

We, the undersigned, respectfully request an ~~increase in the number of workdays~~ extension of time to complete contract from 10/1/65 ~~days~~ to 10/15/65 days, within which to complete our Contract No. 6500, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: **We make this request due to loss of days that we could not work, caused by the bad storms of last winter and following these storms we could not work on the bridges due to the high water and mud. We have worked our crews as much overtime as they would do and it would now seem that we will need until October 15, 1965 to complete this contract.**

Respectfully submitted,

S.A. Hutchins and Associates Construction Company
Contractor

By Selman A. Hutchins
President

CONSENT OF SURETY

Date September 21, 1965

We, RELIANCE INSURANCE COMPANY, a Pennsylvania Corporation of Philadelphia, Pennsylvania, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J.H. Melrose, Jr.
Attorney-in-fact J.H. Melrose, Jr.

J.B.L.&K. Corporation (SEAL)
By: J.H. Melrose, Jr.
Resident Agent

RECEIVED
NOV 29 1965
FOR FILING

STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 3, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 27, 1965, on Contract No. 6500, Elbow Point Section, in Coos County, in connection with Federal-Aid Project No. F-29(18).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 11-19-65

Conditions noted on above date:

Final inspection made November 16, 1965. Project work is satisfactorily completed. It is requested that the State show in the PA on deletion of the 0-11 oil mat how this work will be accomplished.

A. W. Parsons
Division Engineer

By:

M. E. Martin
District Engineer

PVR:rc

RECEIVED
NOV 23 1965
OF
STATE

REFERRED TO
By Asst. State Hwy. Engr.
11-29-65

RECEIVED
OCT 5 - 1965
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

F-29(18)

KLAMOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 30, 1965

In reply refer to: 08-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: ME Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project F-29(18)
Elbow Point Section of
Coos Bay-Roseburg Highway
State Force Order No. 1
Seeding and Mulching

Reference is made to your letter dated September 21, 1965 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis. A signed copy of the order is returned herewith.

REFERRED TO
Jerry W. Lund
Asst. Hwy. Engr.
10-4-65

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BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106—SH

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 30 1965 By W. E. Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Elbow Point Section Date September 14, 1965

Highway Coos Bay - Roseburg Contract No. 6500 F. A. Project No. F-29(18)

County Coos Prefix 6-1011 Account No. 224-238-01 P

Description of Work To Be Done:

Grass seeding, fertilizing and mulching to be done by state erosion control crews on cut and fill slopes throughout the project as protection against erosion and for roadside improvement.

Location by Station Numbers:

Station 1091+50 to 1133+00

Estimate of Quantities and Costs:

12 acres seed and fertilize at $75.00 per acre	900.00
12 acres mulching at $175.00 per acre	2,100.00
TOTAL	$3,000.00

Materials to be used per acre:
25 lbs. mixed grass seed.
400 lbs. 10-16-8 Fertilizer
2 tons Grass Straw

Explanation:

State is equipped to perform work with specialized equipment with substantial savings of public funds. Funds are available in project authorization.

Work has not been done.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$737,730.84
Present estimate of project cost, including $3,000.00 for work under this order	$737,730.84
Expected under-run / over-run (amount)	$ 0.00
Expected under-run / over-run (per cent)	0.00

Space to right of this line is for use of Salem Office

Submitted by: /s/ Bobby D. Johnson
Resident Engineer

Approval Recommended: /s/ John A. Bond
for
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. William
Division Engineer

Approved: /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM R-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
11-4152	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Coos
PROJECT REPORT NO. 6		PROJECT NO. F-29(18)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 42 4 mi. S.E. Remote, East

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-31-64	0.784
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 721,716.00	$ 450,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Stowell

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~By~~ A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer NOV 6 1964

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8906-P64

Oregon State Highway Department

Federal-Aid
Project No. F-29(18)

ELBOW POINT SECTION OF THE

COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 15, 1964

Type Code 5232
Roadway (Sta. 109+50 to Sta. 1133+00)(Contract No. 6500)

Clearing and Grubbing	All Required			$ 50,000.00
Drainage Excavation, Unclassified	1,480	cu.yds.	$ 2.75	4,070.00
Embankment Foundation Excavation, Unclassified	2,220	cu.yds.	0.85	1,887.00
General Excavation, Unclassified	181,000	cu.yds.	0.88	159,280.00
Short Overhaul	713,000	yd.stas.	0.015	10,695.00
Long Overhaul	7,500	C-yd.stas.	0.40	3,000.00
Finishing Roadbed and Slopes	All Required			2,500.00
Rounding Cutbanks	2,350	lin.ft.	0.20	470.00
18-inch Culvert Pipe	45	lin.ft.	5.00	225.00
24-inch Culvert Pipe	70	lin.ft.	6.75	472.50
18-inch Metal Culvert Pipe	140	lin.ft.	4.85	679.00
24-inch Metal Culvert Pipe	70	lin.ft.	6.50	455.00
18-inch Culvert End Sections	1	only	50.00	50.00
24-inch Culvert End Sections	1	only	70.00	70.00
6-inch Perforated Drain Pipe	50	lin.ft.	2.25	112.50
8-inch Perforated Metal Drain Pipe	7,400	lin.ft.	2.25	16,650.00
Special Backfill in Drains	1,050	cu.yds.	7.50	7,875.00
Metal Guard Rail	3,900	lin.ft.	2.45	9,751.00
Rail End Pieces	22	only	5.00	110.00
Guide Posts, W-1	60	only	7.25	435.00
Bracket Reflectors	15	only	1.00	15.00
Hauling and Placing Coarse Crushed Material in Base	14,400	tons	1.35	19,980.00
Hauling and Placing 3/4" - 0 Material in Base	3,600	tons	1.40	5,040.00
Sprinkling	670	M-gals.	3.00	2,010.00
Mixing and Placing Bituminous Base	3,500	tons	7.05	24,675.00
Asphalt in Bituminous Base	140	tons	57.25	8,015.00
Preparation of Base	All Required			250.00
Hauling and Placing Aggregates	820	cu.yds.	2.25	1,845.00
200-300 Asphalt	65	tons	54.75	3,558.75
RS-1 Asphalt	18	tons	65.00	1,170.00
Extra for Oiling Approaches	4	only	50.00	200.00
				$335,545.75

Flagging (57½% of Contractor's Cost)	All Required		$ 5,000.00
Seeding and Mulching	All Required		3,000.00
Signing (Temporary)	All Required		210.00
Slide Removal	All Required		15,000.00
Horizontal Drains	All Required		5,000.00
			$ 28,210.00
	Subtotal		$363,755.75
	10% Engr. & Cont.		36,755.25
	Total		$400,511.00

Type Code X081
Middle Fork Coquille River Br. (Br. 9215)(Sta. 1100+38 to 1103+76)(Contract 6500)

Shoring, Cribbing, Etc.	All Required		$ 6,000.00
Structural Excavation	650 cu.yds.	$ 6.50	4,225.00
Structural Excavation Below Elevation Shown	50 cu.yds.	15.00	750.00
Class "A" Concrete (843 cu.yds. $78.00)	All Required		63,000.00
50'-55' Type III Prestressed Beams	5 only	1,085.00	5,425.00
55'-60' Type III Prestressed Beams	5 only	1,085.00	5,425.00
60'-65' Type III Prestressed Beams	10 only	1,190.00	11,900.00
100'-105' Type IV Prestressed Beams	4 only	2,540.00	10,160.00
105'-110' Type IV Prestressed Beams	2 only	2,590.00	5,180.00
Metal Reinforcement (168,800 lbs. $0.13)	All Required		21,000.00
Metal Parapet Railing	674 lin.ft.	6.00	4,044.00
8-inch Metal Drain Pipe	45 lin.ft.	4.00	180.00
			$137,289.00

Type Code X081
Middle Fork Coquille River Bridge (Br. 9216)(Sta. 1123+60 to Sta. 1127+14)

Shoring, Cribbing, Etc.	All Required		$ 10,000.00
Structural Excavation	760 cu.yds.	$ 6.50	4,940.00
Structural Excavation Below Elevation Shown	60 cu.yds.	15.00	900.00
Class "A" Concrete (922 cu.yds. $78.00)	All Required		69,000.00
60'-65' Type IV Prestressed Beams	4 only	1,550.00	6,200.00
90'-95' Type IV Prestressed Beams	10 only	2,280.00	22,800.00
100'-105' Type IV Prestressed Beams	6 only	2,540.00	15,240.00
Metal Reinforcement (169,000 lbs. $0.13)	All Required		21,000.00
Metal Parapet Railing	706 lin.ft.	6.00	4,236.00
8-inch Metal Drain Pipe	100 lin.ft.	4.00	400.00
			$154,716.00

Subtotal	$292,005.00
10% Engr. & Cont.	29,200.00
Total	$321,205.00

Length of Roadway - - - - - - - - - - - - 0.653 Mile
Length of 2 Structures - - - - - - - - 0.131 Mile
Total Length - - - - - - - - - - - - - - 0.784 Mile
Cost of Roadway Per Mile - - - - - - - $813,339.96

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$400,511.00	$250,000.00	$150,511.00
Structures	321,205.00	200,000.00	121,205.00
	$721,716.00	$450,000.00	$271,716.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. F-29(18)

[ILLEGIBLE] POINT SECTION OF [ILLEGIBLE] HIGHWAY

HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 20, 1964

Type Code 5232
Roadway (Sta. 1071+50 to Sta. 1133+00)

Clearing and Grubbing	All Req.		$ 40,000.00
Drainage Excavation, Unclassified	1,480 Cu.yd.	3.00	4,440.00
Embankment Foundation Excavation, Unclassified	2,220 Cu.yd.	0.85	1,887.00
General Excavation, Unclassified	181,000 Cu.yd.	0.90	162,900.00
Short Overhaul	713,000 Yd.sta	0.015	10,695.00
Long Overhaul	7,500 Cu.yd.sta	0.40	3,000.00
Finishing Roadbed and Slopes	All Req.		1,500.00
Rounding Gutbanks	2,350 Lin.ft.	0.20	470.00
18-Inch Culvert Pipe	45 Lin.ft.	5.00	225.00
24-Inch Culvert Pipe	70 Lin.ft.	7.50	525.00
18-Inch Metal Culvert Pipe	140 Lin.ft.	5.00	700.00
24-Inch Metal Culvert Pipe	70 Lin.ft.	7.50	525.00
18-Inch Culvert End Sections	1 Only	40.00	40.00
24-Inch Culvert End Sections	1 Only	60.00	60.00
6-Inch Perforated Drain Pipe	50 Lin.ft.	2.00	100.00
8-Inch Perforated Metal Drain Pipe	7,400 Lin.ft.	2.50	18,500.00
Special Backfill in Drains	1,050 Cu.yds.	7.00	7,350.00
Metal Guard Rail	3,980 Lin.Ft.	2.50	9,950.00
Rail End Pieces	22 Only	5.00	110.00
Guide Posts, W-1	60 Only	7.50	450.00
Bracket Reflectors	15 Only	2.00	30.00
Hauling and Placing Course Crushed Material in Base	14,800 Tons	1.50	22,200.00
Hauling and Placing 3/4"-0 Material in Base	3,600 Tons	1.60	5,760.00
Sprinkling	670 M-Gal.	3.00	2,010.00
Mixing and Placing Bituminous Base	3,500 Tons	4.00	14,000.00
Asphalt in Bituminous Base	140 Tons	38.00	5,320.00
Preparation of Base	All Req.		300.00
Hauling and Placing Aggregates	820 Cu.yds.	3.25	2,665.00
200-300 Asphalt	65 Tons	63.00	4,095.00
RS-1 Asphalt	18 Tons	65.00	1,170.00
Extra for Oiling Approaches	4 Only	50.00	200.00
			$321,177.00

Flagging (57½% of Contractor's Cost)	All Req.		$ 5,000.00
Seeding & Mulching	All Req.		3,000.00
Signing (Temporary)	All Req.		210.00
Slide Removal	All Req.		15,000.00
Horizontal Drains	All Req.		5,000.00
			$ 28,210.00
	Subtotal		$349,387.00
	10% Engr. & Cont.		34,938.00
	Total		384,325.00

Type Code X061
Middle Fork Coquille River Bridge (Br. 9215)(Sta. 1100+38 to Sta. 1103+76)

Shoring, Cribbing, Etc.	All Req.		$ 8,000.00
Structural Excavation	650 Cu.yds	$7.00	4,550.00
Structural Excavation Below Elevation Shown	50 Cu.yds	10.00	500.00
Class "A" Concrete (843 Cu.yds $78.00)	All Req.		65,754.00
50'-55' Type III Prestressed Beams	5 Only	1,100.00	5,500.00
55'-60' Type III Prestressed Beams	5 Only	1,150.00	5,750.00
60'-65' Type III Prestressed Beams	10 Only	1,300.00	13,000.00
100'-105' Type IV Prestressed Beams	4 Only	3,000.00	12,000.00
105'-110' Type IV Prestressed Beams	2 Only	3,200.00	6,400.00
Metal Reinforcement (168,800 Lbs.$0.13)	All Req.		21,944.00
Metal Parapet Railing	674 Lin.ft.	6.00	4,044.00
8-Inch Metal Drain Pipe	45 Lin.ft.	4.00	180.00
			$147,622.00

Type Code X061
Middle Fork Coquille River Bridge (Br. 9216)(Sta. 1123+60 to Sta. 1127+14)

Shoring, Cribbing, Etc.	All Req.		6,000.00
Structural Excavation	760 Cu.yds	8.00	6,080.00
Structural Excavation Below Elevation Shown	60 Cu.yds	10.00	600.00
Class "A" Concrete (922 Cu.yds $78.00)	All Req.		71,916.00
60'-65' Type IV Prestressed Beams	4 Only	1,650.00	6,600.00
90'-95' Type IV Prestressed Beams	10 Only	2,900.00	29,000.00
100'-105' Type IV Prestressed Beams	6 Only	3,100.00	18,600.00
Metal Reinforcement (169,000 Lbs. $0.13)	All Req.		21,970.00

Metal Parapet Railing	706 Lin.ft	6.00	$ 4,236.00
8-Inch Metal Drain Pipe	100 Lin.ft	4.50	450.00
			$165,452.00

Subtotal	$313,074.00
10% Engr. & Cont.	31,307.00
Total	$344,381.00

Length of Roadway	0.653 Miles
Length of 2 Structures	0.131 Miles
Total Length	0.784 Miles
Cost of Roadway Per Mile	$588,552.83

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$384,325.00	$242,000.00	$142,325.00
Structures	344,381.00	216,000.00	128,381.00
	$728,706.00	$458,000.00	$270,706.00

Oregon State Highway Department

Federal-Aid
Project No. F-29(18)

ELBOW POINT SECTION

PRESTRESSED BEAM QUANTITIES

50'-55' Type Beams

Overhead			$ 100.00
Class "A-A" Concrete	8.1 Cu.yds	$75.00	607.50
Prestress Steel	550 Lbs.	0.50	275.00
Metal Reinforcement	830 Lbs.	0.12	99.60
			$1,082.10

55'-60' Type III Beams

Overhead			$ 100.00
Class "A-A" Concrete	8.45 Cu.yds	$75.00	633.75
Prestress Steel	590 Lbs.	0.50	295.00
Metal Reinforcement	830 Lbs.	0.12	99.60
			$1,128.35

60'-65' Type III Beams

Overhead			$ 100.00
Class "A-A" Concrete	9.30 Cu.yds	$ 75.00	697.50
Prestress Steel	791 Lbs.	0.50	390.50
Metal Reinforcement	944 Lbs.	0.12	113.28
			$1,300.28

100'-105' Type IV Beams (Br. #2915)

Overhead			$ 150.00
Class "A-A" Concrete	21.5 Cu.yds	$80.00	1,720.00
Prestress Steel	2410 Lbs.	0.50	1,205.00
Metal Reinforcement	1500 Lbs.	0.12	180.00
			$3,255.00

100'-105' Type IV Beams (Br. #2916)

Overhead			$ 150.00
Class "A-A" Concrete	21.9 Cu.yds	$80.00	1,752.00
Prestress Steel	2453 Lbs.	0.50	1,226.50
Metal Reinforcement	1337 Lbs.	0.12	160.44
			$3,288.94

105'-110' Type IV Beams			
Overhead			$ 150.00
Class "A-A" Concrete	22.3 Cu.yds	$80.00	1,784.00
Prestress Steel	2675 Lbs.	0.50	1,337.50
Metal Reinforcement	1500 Lbs.	0.12	180.00
			$3,451.50
60'-65' Type IV Beams			
Overhead			$ 100.00
Class "A-A" Concrete	13.6 Cu.yds	$75.00	1,020.00
Prestress Steel	827 Lbs.	0.50	413.50
Metal Reinforcement	968 Lbs.	0.12	116.16
			$1,649.66
90'-95' Type IV Beams			
Overhead			$ 150.00
Class "A-A" Concrete	20 Cu.yds	$80.00	1,600.00
Prestress Steel	2134 Lbs.	0.50	1,067.00
Metal Reinforcement	1230 Lbs.	0.12	147.60
			$2,964.60

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Form E-200—6M

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon verification of project authorization and additional funds
Date OCT 5 1964 W E Martin
Asst Engr
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

NOTED
LLOYD P. SHAW

Project Name Elbow Point — Date October 12, 1964

~~Highway~~ Coos Bay-Roseburg — Contract No. 6500

County Coos — Prefix 6-1011

Contractor S.A.Hutchins & Assoc. Contr. Co. — F. A. Project No. F-29(18)

Address Box 190, Sutherlin, Oregon — Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish, install, maintain and move as required temporary signs, lights barricades and other traffic delineators for the directing and routing of traffic through the various parts of the construction area. To safeguard the traveling public throughout the length of the project.

Location by station numbers:

Sta. 1091+50 to Sta. 1133+00

Estimate of quantities and cost:

Lump sum - $210.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

To produce the safest possible conditions for the traveling public. For the convenience and directional routing of public traffic through and around the project. Work has not begun. Funds are available in original authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 737,730.84
Present estimate of project cost, including $ 210.00 for work under this order	$ 737,730.84
Expected under-run / over-run amount	$ 0.00
Expected under-run / over-run per cent	0%

Space to right of this line is for use of Salem Office

Submitted by: /s/ Bobby D. Johnson
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ John Quiner II
Asst. Division Engineer

Approved /s/ L H. Young
~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Office Engineer.

State Printing Copy To Young 11-6-64

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NOV 6 - 1964

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OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Construction of
Final
Date 11-5-1964
Mc Martin
Asst Engr

NOTED
LLOYD P. SHAW
U.S. Bureau of Public Roads

Project Name Elbow Point Date October 12, 1964

Highway Coos Bay-Roseburg Contract No. 6500

County Coos Prefix 6-1011

Contractor S.A. Hutchins & Assoc. Contr. Co. F. A. Project No. F-29(18)

Address Box 190, Sutherlin, Oregon Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Partial reimbursement for furnishing flagman for the purpose of safeguarding traffic passing through and by the project while said project is under construction.

1. Maximum equipment rental rates allowable as per AGC agreement
2. Percentage allowed contractor is in accordance with executed contract for job.

Location by station numbers:

Sta. 1091+50 to Sta. 1133+00

Estimate of quantities and cost:

Anticipated State's share of flagging cost $5,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Flagmen and State participation in flagmen costs made a part of this contract in Special Provisions of this contract. Anticipated item on Project Authorization and Record of Work Orders.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 737,730.84
Present estimate of project cost, including $ 5,000.00 for work under this order	$ 737,730.84
Expected under-run / over-run amount	$ 0.00
Expected under-run / over-run per cent	0%

Space to right of this line is for use of Salem Office

Submitted by: /s/ Bobby D. Johnson
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ John Quiner II
Asst. Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer,~~ ~~Assistant State Highway Engineer~~ or Office Engineer.

State Printing Copy To Young 11-6-64

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SEP 28 1964
HIGHWAY DEPT.

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

September 28, 1964

S. A. Hutchins & Assoc. Constr. Co.,
P. O. Box 190
Sutherlin
Oregon

Gentlemen:

The State Highway Commission on September 25, 1964, awarded to you State Highway Contract No. 6589 for the following project:

Grading-oiling-2 structures on the Elbe Point Section of the Coos Bay-Roseburg Highway in Coos County.

This award was based on your low bid of $627,588.75 which was submitted to the Commission on September 22, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
N. C. Savage (SHAC)
I. D. Merchant

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OCT 7 - 1964
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477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

September 25, 1964

08-35.EC

A. W. Parsons, Division Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

Oregon Project F-29(18)
Elbow Point Section
Grading, oiling & structures

As requested in Mr. Young's letter of September 24, 1964 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6500 to S. A. Hutchens & Associates Construction Co. of Sutherlin, Oregon, low bidder in the amount of $627,550.75 at the September 22, 1964 bid opening.

original To C Young
10-7-64

477 Cottage St. N.E.
Salem, Oregon 97301

August 31, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
M. E. Marris
Dist. Engineer

08-33.2-08

...W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Marris
District ...gineer

Oregon Project F-29(18)
Zibow Point Section
Grading, Oiling and Structures

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary right-of-way has been acquired or rights-of-entry obtained, with relocation advisory assistance provided, as indicated in Mr. Wright's August 24, 1964 report.

Mr. Young's August 27, 1964 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

The use of the May, 1964 and August, 1964 Supplemental Standard Specifications for Metal Pipe Materials for Culverts, Siphons and Underdrains; Asphaltic Concrete Pavement and Guide Posts are approved for this specific project.

The pavement type selection for subject project is accepted based on the documentation attached to your July 20, 1964 "Project Base Design" sheet.

Original to Young
w/ the attached
9/1/64

LLOYD P. SHAW

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION

REVISED PROJECT BASE DESIGN

RECEIVED AUG 8 1964 FC... ENG

Section ELBOW POINT Highway COOS BAY-ROSEBURG (FA 14) County COOS Prefix

Res. Engr. Approx. Length Miles. Sta. to Sta. Date 7-20-64

Truck A.D.T. *150 Traffic Coefficient * 9.8 18 kip e.s.a. per day 105.1 . *See Page 2.

Annual Precipitation 60"± Frost Penetration - - - - .

(1)

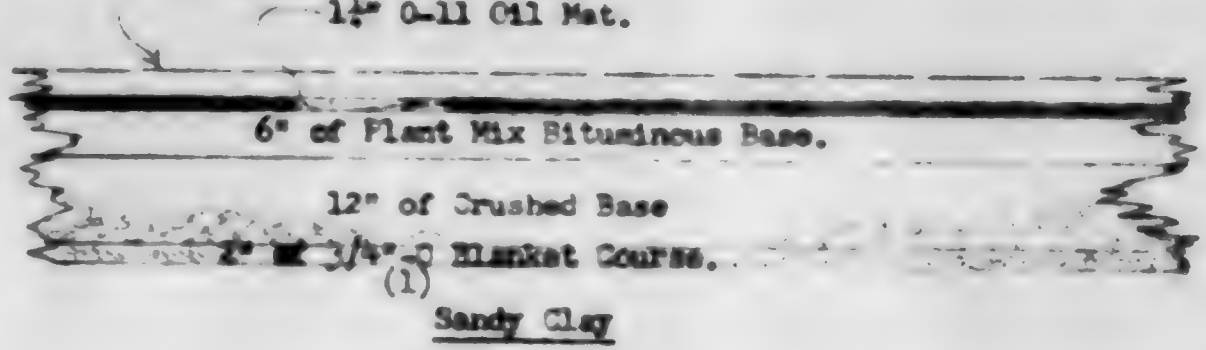
Typical Soil

40	LL
17	PI
97	%P 10
61	%P200
3	%Gravel
16	%C Sand
19	%F Sand
33	%Silt
29	%Clay
15	"R" Value (Corrected)

AASHO CLASSIFICATION:
A-6 (8)

MATERIAL SOURCES:
To be determined by the Engineer.

NOTE:
The material in this area is generally fair, if carefully selected; much poor material will be encountered and should be upgraded by the use of Plant Mix Bituminous Base.



	CBR Total Req.	Credits	Actual Thick.	
NEW WORK				
		7	3½	AC-Final
		1½	1½	O-11-[illegible]d.
		6	6	PMBB (-½")
		12	12	Cr Base
		2	2	Blanket
	28½	28½	24-3/4	

7-20-64

NOTED
LLOYD P. SHAW

Submitted by [signature] Staff Assistant Recommended by Engineer of Materials

Recommended by Construction Engineer Approved by Asst. State Highway Engineer

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Bridge Engineer

SECTION: ELBOW POINT

HIGHWAY: COOS BAY-ROSEBURG (FA 14)

COUNTY: COOS

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. **Present ADT** 800 (Total)

B. Future ADT 1600 (Total)

C. Mean ADT 1200 (2)

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 25 (On basis of HEAVY LOGGING)

G. Trucks (in one direction) F= $\frac{12\frac{1}{2}}{2}$ x (C) 1200 = 150

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 150 x (H) 100 % = 150

TRAFFIC COEFFICIENT = K (I)$^{0.119}$

where K = 4.664

The Traffic Coefficient has been adjusted upward due to the heavy logging traffic.

= 9.4

SECTION: ELBOW POINT

HIGHWAY: COOS BAY-ROSEBURG (FA 14)

COUNTY: COOS

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet

2. Soils Characteristics: See design chart attached

3. Weather: See design chart attached

4. Performance of Similar Pavements in Area: Good _____ Fair X Poor _____
Remarks: _____

5. Cost Comparisons: None made - See remarks

Secondary Factors Affecting Selection

6. Adjacent Existing Pavements: A.C. or Oil

7. State Construction: Part of the design

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: Not a consideration

10. Stimulation of Competition: Not a consideration

11. Construction Considerations: No special problems

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not a consideration

13. Traffic Safety: No unusual problems

14. Availability for Application of Local Materials or of Local Commercially Produced Paving Mixes: See remarks

CONCLUSION AND REMARKS:

No cost comparison made for this project. It is a short isolated section with no P.C.C. pavement in the immediate area. A portion of the work will consist of fills 25' to 30' and some subsidence is anticipated. This area has a past history of slide activity.

At this time there are no known sources of material that would meet the requirements for P.C.C. pavement.

RECEIVED
FEB 20 1954

Mailing address:
P. O. Box 3366
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 N. ALDER STREET
PORTLAND

February 17, 1954

State Highway Engineer
State Highway Department
Salem 10, Oregon

Attention: Mr. F. D. Morgan

Dear Sir:

We have reviewed the preliminary Rock Creek [illegible] Plans in the Office of the State Highway Engineer. We hope to have an inkling to reply before the Rock Creek Bridge [illegible] of the stream conditions occ[illegible] and the results of proposed construction [illegible] of this area, in the pas[illegible] We wish to examine the project closely. We note that the Oregon Fish Commission has replied to your letter on this project, and we concur with their comments.

It is recognized that the terrain in this section is such that many difficulties are encountered in construction. Unfortunately, the stream throughout this area is used for gravel and spawning by several species of anadromous fish.

We wish to recommend the following and trust that consideration will be given to these suggestions.

1. Riprap should be placed on both banks wherever channel changes are necessary.

2. Heavy equipment and machinery should be kept out of the river and tributaries whenever possible.

3. Dumping of dirt and debris into the stream should be avoided.

4. Fish passage should be provided at the Rock Creek crossing.

We appreciate being able to offer our comments on this project.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR
By

R. O. Koski
Chief of Liberations

Copies to:
A. W. Parsons
Lloyd Shaw
L. H. Young
Frank Hall
T. C. Adams
J. E. Morelock

ROKedm
cc: Director, OFC

RECEIVED
FEB 17 1954
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 31 1964
FOR FILING

COMMISSIONERS
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUEFSCHMIDT, PORTLAND
LEONARD M. HALL, CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

January 22, 1964

CONSTRUCTION DIVISION
RECEIVED
JAN 27 1964

Mr. Forrest Cooper
State Highway Engineer
P. O. Box 30
Salem, Oregon, 97310

Attention: Mr. F. D. Morgan

Dear Mr. Cooper:

Reference is made to the location survey prospectus, Rock Creek and Elbow Point sections of the Coos Bay-Roseburg Highway, Coos County, transmitted to us by letter dated January 3, 1964.

Last year a highway construction project on this same Coos Bay-Roseburg Highway west of the Rock Creek and Elbow Point sections caused severe silt loads in the Middle Fork Coquille River to the detriment of the salmon fishery.

A report from our local fishery biologist indicates considerable spawning bed area was utilized by salmon last fall adjacent to the town of Remote.

Heavy silt loads created by embankment material or construction equipment entering the stream can be harmful to fish rearing, especially during low water periods, and should be minimized to the fullest possible extent. Disturbance or removal of spawning beds also should be avoided. Your attention to these factors during planning and construction phases can materially benefit fishery resources.

We wish to express our appreciation for the fine job last fall of cleaning up the Middle Fork Coquille River adjacent to the construction area prior to the Fall Chinook run.

Sincerely,

William D. Clothier

NOTED
LLOYD P. SHAW

WILLIAM D. CLOTHIER, ASSISTANT
STATE FISHERIES DIRECTOR

cc AW Parsons
Lloyd Shaw
L H Young
Frank Hall
J E Morelock
T C Roake

RECEIVED
JAN 27 1964
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-1(56) Siskiyou Sta.-California Sec., 1964
00 Pacific Hwy. (Grad., Pav.,
#6501 Struct. & Sign.) [redacted]

RECEIVED
NOV 15 1968

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

November 14, 1968

John L. Flynn, Esq.
Attorney at Law
184 East Main Street
Ashland, Oregon 97520

Re: Contract No. 6360 - Slate-Hall
Contract No. 6501 - Peter Kiewit & Sons
Miller vs. Fred S. Slate Company, et al. - L-5686

Dear Mr. Flynn:

This is to advise you that if you wish the information set forth in your letter of November 11, 1968, it would be necessary that you furnish us with a subpoena and the subpoena be specific enough so that we may know what records you require.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

JACK L. SOLLIS
Staff Attorney

JLS:phm

cc: G. E. Rohde
F. C. McKinney
F. A. Query
Phillip B. Lowry
M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, Oregon 97501
Great American Insurance Co.
Pacific Northwest Regional Office
2030 Ninth Avenue
Seattle, Washington 98121
Seaboard Surety Co.
Hansen & Rowland, Inc.
Henry Building
Portland, Oregon

JOHN L. FLYNN
LAWYER
184 EAST MAIN STREET
ASHLAND, OREGON 97520
TELEPHONE 482-4181

November 11, 1968

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Re: Contract No. 6360 - Slate-Hall
and
Contract No. 6501 - Peter Kiewit & Sons

Dear Mr. Query:

Sometime ago, the undersigned requested from you a copy of the job and blasting records relative to the above listed contracts, which information was required in connection with a claim of damage to the residence of Claude J. Miller situate adjacent to Old Highway 99 on the Siskiyou Summit in Jackson County, Oregon. At that time, under date of June 28, 1967, you informed me that the Secretary of the Commission could not voluntarily assist one side or the other in a dispute between private parties.

Since writing the previous letter, Claude J. Miller filed suit in the Circuit Court for Jackson County, Oregon (No. 67-1531-L), against the contractors and the State of Oregon through its State Highway Commission and subsequently did not resist an Order of the Circuit Court quashing and setting aside the service of Complaint and Summons upon the State Highway Commission.

I am writing in regard to my previous request and shall appreciate your furnishing to me a complete copy of the job records of both of the above contracts, together with a copy of the blasting records in connection therewith, and shall expect to pay you for the cost of these documents upon being informed of what such cost may be. In the event the State Highway Commission will not voluntarily furnish such records to me, I shall appreciate your informing me of this at your very early convenience in order that I may obtain a subpoena for their production and copying for the testimony of the Commission in regard to these matters. and

Copy to Noble 11-12-68
"should Sam get a subpoena?

JOHN L. FLYNN
LAWYER

Mr. Floyd Query, Secretary - Oregon State Highway Commission

May I have an early reply? A stamped envelope, addressed to myself, is enclosed for your convenience.

Respectfully,

John Flynn

JLF/hlt

Monthly transaction number: 9-45	PR-2A (10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 16	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County: Jackson
Modification number: 3		Project number: I-5-1(56)00

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 15, 19 64, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,774,484	$ 2,795,063.70
Federal funds	$ 2,540,440.71	$ 2,559,815.31
Other revisions		

This modification is made for the following reasons:

Based on Post Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 3 day of September, 19 68.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. H. Labbe

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

R. E. Simpson, Division Engineer

By L. R. Backlund
(Division Engineer)

L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

Monthly transaction number	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
6-33		Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County
14		Jackson
Modification number	(PPM 21-7) 6-13-68	Project number
2		I-5-1(56)00

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 15, 1964, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,768,815	$ 2,774,484
Federal funds	$ 2,533,400.00	$ 2,540,440.71
Other revisions		

This modification is made for the following reasons:

Based on final voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 12 day of June, 19 68.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B Kuhn

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

R. E. Simpson, Division Engineer

By L. R. Backlund
(Division Engineer)

L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

STATE COPY

Monthly transaction number: 1-102	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 11	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County: Jackson
Modification number: 1	1-22-67	Project number: I-5-1(56)00

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 15, 1964, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,713,553.00	$ 2,768,815.00
Federal funds	$ 2,475,000.00	$ 2,533,400.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to include approved Price Agreement.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23rd day of January, 1967.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W. K. Labon

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L. R. Backlund
L. R. Backlund, Administrative Mgr.
(Division Engineer)

US COMM-D C 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-5-1(56)0

[redacted] STATION-CALIFORNIA STATE LINE SECTION

OF THE PACIFIC HWY. IN JACKSON COUNTY

Revised project agreement estimate.

Salem, Oregon, January 9, 1967

Type Code 6201
Roadway (Sta. [redacted] to Sta. [redacted])(Contract No. 6501)

Subtotal on previous estimate of November 1., 1964			$ 1,951,235.00
Previous Estimate:			
Metal Guard Rail	66,250 lin.ft.	2.50	$ 165,625.00
			$ 165,625.00
Revised Estimate:			
Metal Guard Rail	55,247 lin.ft.	2.50	$ 138,117.50
P.A. No. 5 Plant-Mix Stone Base	10,952 tons	3.95	43,260.40
P.A. No. 5 Course Crushed Base	5,690 tons	2.10	11,949.00
P.A. No. 5 Asphalt in Plant-Mix Stone Base	601 tons	37.50	22,537.50
			$ 215,864.40
		Net Increase	$ 50,239.40
		Subtotal	$ 2,001,474.40
		Engr. & Cont.	230,145.60
		Total	$ 2,231,620.00

Structures (same as previous estimate) $ 367,195.00

Length of Roadway	5.620 miles
Length of 3 Structures	0.070 miles
Total Length	5.690 miles
Cost of Roadway per Mile	$391,747.33

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,201,620.00	$2,034,450.00	$167,170.00
Structures	567,195.00	518,950.00	48,245.00
	$2,768,815.00	$2,533,400.00	$235,415.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
12-102		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 12-15-64	COUNTY
7		Jackson
		PROJECT NO.
		I-5-1(56)00

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Siskiyou Sta. to California Line

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-31-64	5.690
*OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,713,553.00	$ 2,475,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Floyd V. Stone

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XXX A. W. Parsons
(Division Engineer)

By: L. R. Backlund

L. R. Backlund, Administrative Manager

Date executed by Division Engineer December 15, 1964

Oregon State Highway Department

Federal Aid
Project No. I-5-1(56)00

SISKIYOU STATION-CALIFORNIA STATE LINE SECTION OF THE

PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 10, 1964

Type Code 6201
Roadway (Sta. Ls 513+33 to Sta. Ls 814+35.51) (Contract No. 6501)

Clearing and Grubbing	All Required		$ 82,000.00
Drainage Excavation, Unclass.	9,000 cu.yds.	$ 3.00	27,000.00
General Excavation, Unclass.	177,700 cu.yds.	0.90	159,930.00
Short Overhaul	13,200 yd.sta.	0.05	660.00
Long Overhaul	6 C-yd.sta.	1.00	6.00
Finishing Roadbed and Slopes	All Required		3,000.00
Rounding Cutbanks	1,000 lin.ft.	0.20	200.00
12-inch Culvert Pipe	9,100 lin.ft.	3.50	31,850.00
15-inch Culvert Pipe	2,000 lin.ft.	4.50	9,000.00
18-inch Culvert Pipe	370 lin.ft.	5.50	2,035.00
24-inch Culvert Pipe	250 lin.ft.	9.00	2,250.00
12-inch Metal Culvert Pipe	420 lin.ft.	3.50	1,470.00
15-inch Metal Culvert Pipe	400 lin.ft.	4.50	1,800.00
18-inch Metal Culvert Pipe	42 lin.ft.	5.50	231.00
24-inch Metal Culvert Pipe	200 lin.ft.	9.00	1,800.00
48-inch Steel Culvert Pipe	340 lin.ft.	17.00	5,780.00
Extra for Pipe Under Pavement	60 lin.ft.	15.00	900.00
12-inch Culvert End Section	8 only	25.00	200.00
15-inch Culvert End Section	1 only	30.00	30.00
18-inch Culvert End Section	7 only	35.00	245.00
24-inch Culvert End Section	1 only	50.00	50.00
8-inch Metal Drain Pipe	1,480 lin.ft.	1.70	2,516.00
6-inch Perf. Drain Pipe	14,400 lin.ft.	1.20	17,280.00
8-inch Perf. Drain Pipe	1,050 lin.ft.	1.70	1,785.00
12-inch Perf. Metal Drain Pipe	240 lin.ft.	2.30	552.00
Special Backfill in Drain	5,000 cu.yds.	8.00	40,000.00
Corrugated Metal Catch Inlets	25 only	100.00	2,500.00
Transition Section	1 only	600.00	600.00
Concrete Inlets, Type D	6 only	185.00	1,110.00
Concrete Inlets, Type G-1	54 only	160.00	8,640.00
Reinforced Ditch Lining	13,500 sq.yds.	6.40	86,400.00
Metal Guard Rail	66,250 lin.ft.	2.50	165,625.00
Metal Median Barrier	4,400 lin.ft.	3.80	16,720.00
Type 2 Barricade	275 lin.ft.	3.00	825.00
Rail End Pieces	80 only	5.00	400.00
Guard Rail Blocks	2,000 only	2.00	4,000.00
Salvage and Reinstall Type 2 Barricade	385 lin.ft.	1.00	385.00

Guard Rail-Salvaged Barricade	385	lin.ft.	$ 2.00	$ 770.00
Salvage Portable Barricades	5	only	10.00	50.00
Guide Posts, W-1	320	only	8.00	2,560.00
Guide Posts, Y-2	160	only	9.00	1,440.00
Guide Posts, Y-3	4	only	10.00	40.00
Type 2 Fence	135	rods	10.00	1,350.00
Coarse Crushed Material in Base	330,000	tons	2.10	693,000.00
3/4"-0 Material in Base	19,500	tons	2.10	40,950.00
Sprinkling	5,800	M-gal.	2.50	14,500.00
Plant-Mix Bituminous Base	34,000	tons	3.95	134,300.00
Asphalt in Bituminous Base	1,360	tons	37.50	51,000.00
Asphaltic Concrete Mixture	44,500	tons	4.15	184,675.00
Asphalt in Mixture	2,450	tons	37.50	91,875.00
Asphaltic Concrete Curbs	40,000	lin.ft.	0.55	22,000.00
Asphaltic Concrete Traffic Markers, Type L	340	lin.ft.	1.00	340.00
Removal of Existing Sign Installations	All	Required		100.00
Sign Support Footings	All	Required		1,100.00
Pipe Sign Posts	All	Required		2,100.00
Single Sign Supports	All	Required		1,700.00
Wood Sign Posts	All	Required		1,200.00
Type "A" Signs in Place	973	sq.ft.	6.00	5,838.00
Type "C" and "D" Signs in Place	451	sq.ft.	4.00	1,804.00
Type "E", "F" and "G" Signs in Place	127	sq.ft.	4.00	508.00
Type "P" Signs in Place	32	sq.ft.	5.00	160.00
				$1,933,135.00
Flagging (57½% of Contractor's Cost)	All	Required		$ 15,000.00
Seeding and Mulching	All	Required		3,000.00
Signing (Temporary)	All	Required		100.00
				$ 18,100.00
		Subtotal		$1,951,235.00
		10% Engr. & Cont.		195,123.00
		Total		$2,146,358.00

Type Code X281
Siskiyou Sta. Interchange O'xing (Br. 9259) (Sta. Ls 531+82 to Sta. Ls 534+16)
(Contract No. 6501)

Shoring, Cribbing, etc.	All	Required		$ 2,500.00
Structural Excavation	360	cu.yds.	$ 6.50	2,340.00

Structural Excavation Below Elevation Shown	40 cu.yds.	$ 9.00	$ 360.00
Furnish 10" BP 42# Steel Piling	4,485 lin.ft.	4.00	17,940.00
Drive Steel Piles	77 only	52.00	4,004.00
Splice Steel Piles	20 only	25.00	500.00
Class "A" Concrete (610 cu.yds.)	All Required		50,000.00
60' to 65' Type IV Prestressed Beams	7 only	1,800.00	12,600.00
85' to 90' Type IV Prestressed Beams	14 only	2,500.00	35,000.00
Metal Reinforcement (160,600 lbs.)	All Required		20,000.00
6-inch Standard Steel Pipe	60 lin.ft.	16.00	960.00
8-inch Metal Drain Pipe	70 lin.ft.	5.00	350.00
			$ 146,554.00

Type Code X281
Siskiyou Sta. Interchange O'xing (Br. 9259A)(Sta. Ln 531+53 to Sta. Ln 533+55)
(Contract No. 6501)

Shoring, Cribbing, etc.	All Required		$ 2,000.00
Structural Excavation	250 cu.yds.	$ 6.50	1,625.00
Structural Excavation Below Elevation Shown	30 cu.yds.	9.00	270.00
Furnish 10" BP 42# Steel Piling	2,700 lin.ft.		10,800.00
Drive Steel Piles	47 only	52.00	2,444.00
Splice Steel Piles	12 only	25.00	300.00
Class "A" Concrete (380 cu.yds.)	All Required		30,000.00
45' to 50' Type III Prestressed Beams	5 only	1,150.00	5,750.00
50' to 55' Type III Prestressed Beams	1 only	1,150.00	1,150.00
75' to 80' Type III Prestressed Beams	12 only	1,600.00	19,200.00
Metal Reinforcement (93,600 lbs.)	All Required		13,000.00
6-inch Standard Steel Pipe	45 lin.ft.	16.00	720.00
8-inch Metal Drain Pipe	55 lin.ft.	5.00	275.00
			$ 87,534.00

Type Code X281
Colestin O'xing (Br. 9260)(Sta. Ls 569+88.96 to Sta. Ls 571+27.44)(Contract 6501)

Shoring, Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	400 cu.yds.	$ 10.00	4,000.00
Structural Excavation Below Elevation Shown	40 cu.yds.	16.00	640.00
Class "A" Concrete (495 cu.yds.)	All Required		40,000.00

40' to 45' Type II Prestressed Beams	10 only	$ 750.00	$ 7,500.00
45' to 50' Type II Prestressed Beams	20 only	800.00	16,000.00
Metal Reinforcement (110,000 lbs.)	All Required		14,000.00
8-inch Metal Drain Pipe	90 lin.ft.	5.00	450.00
			$ 87,590.00

Type Code X781
State Line Interchange U'xing (Br. 9312)(Sta. Ls 764+01.75)(Contract No. 6501)

Shoring, Cribbing, etc.	All Required		$ 16,000.00
Structural Excavation	1,000 cu.yds.	$ 7.50	7,500.00
Structural Excavation Below Elevation Shown	100 cu.yds.	8.00	800.00
Furnish 10" BP 42# Steel Piling	325 lin.ft.	4.00	1,300.00
Drive Steel Piles	10 only	75.00	750.00
Splice Steel Piles	2 only	52.00	104.00
Class "A" Concrete (1,090 cu.yds.)	All Required		73,500.00
60' to 65' Type IV Prestressed Beams	3 only	1,800.00	5,400.00
65' to 70' Type IV Prestressed Beams	5 only	2,000.00	10,000.00
70' to 75' Type IV Prestressed Beams	4 only	2,100.00	8,400.00
90' to 95' Type IV Prestressed Beams	16 only	2,600.00	41,600.00
Metal Reinforcement (226,600 lbs.)	All Required		27,000.00
6-inch Standard Steel Pipe	100 lin.ft.	16.00	1,600.00
			$ 193,954.00

Subtotal	$ 515,632.00
10% Engr. & Cont.	51,563.00
Total	$ 567,195.00

Length of Roadway - - - - - - - - - - - 5.620 miles
Length of 3 Structures - - - - - - - - 0.070 miles
Total Length - - - - - - - - - - - - - 5.690 miles
Cost of Roadway per Mile - - - - - - - $381,914.23

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,146,358.00	$1,958,000.00	$188,358.00
Structure	567,195.00	517,000.00	50,195.00
	$2,713,553.00	$2,475,000.00	$238,553.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-1(56)00

SISKIYOU STATION-CALIFORNIA STATE LINE SECTION

OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimateto accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 3, 1964

Type Code 6201
Roadway (Sta. Ls 513+33 to Sta. Ls 814+35.51)

Clearing and Grubbing	All Required			$ 10,000.00
Drainage Excavation, Unclassified	9,000	cu.yds.	$ 3.00	27,000.00
General Excavation, Unclassified	177,700	cu.yds.	0.85	151,045.00
Short Overhaul	13,200	yd.stas.	0.02	264.00
Long Overhaul	6	C-yd.sta.	0.50	3.00
Finishing Roadbed and Slopes	All Required			1,500.00
Rounding Cutbanks	1,000	lin.ft.	0.25	250.00
12-inch Culvert Pipe	9,100	lin.ft.	2.75	25,025.00
15-inch Culvert Pipe	2,000	lin.ft.	3.55	7,100.00
18-inch Culvert Pipe	370	lin.ft.	4.75	1,757.50
24-inch Culvert Pipe	250	lin.ft.	6.00	1,500.00
12-inch Metal Culvert Pipe	420	lin.ft.	3.75	1,575.00
15-inch Metal Culvert Pipe	400	lin.ft.	4.25	1,700.00
18-inch Metal Culvert Pipe	42	lin.ft.	5.00	210.00
24-inch Metal Culvert Pipe	200	lin.ft.	8.00	1,600.00
48-inch Steel Culvert Pipe	340	lin.ft.	25.00	8,500.00
Extra for Pipe Under Pavement	60	lin.ft.	5.00	300.00
12-inch Culvert End Sections	8	only	30.00	240.00
15-inch Culvert End Sections	1	only	35.00	35.00
18-inch Culvert End Sections	7	only	40.00	280.00
24-inch Culvert End Sections	1	only	55.00	55.00
8-inch Metal Drain Pipe	1,480	lin.ft.	2.50	3,700.00
6-inch Perforated Drain Pipe	14,400	lin.ft.	2.00	28,800.00
8-inch Perforated Drain Pipe	1,050	lin.ft.	2.50	2,625.00
12-inch Perforated Metal Drain Pipe	240	lin.ft.	3.75	900.00
Special Backfill in Drain	5,000	cu.yds.	7.00	35,000.00
Corr. Metal Catch Inlets	25	only	125.00	3,125.00
Transition Section	1	only	750.00	750.00
Concrete Inlets, Type D	6	only	125.00	750.00
Concrete Inlets, Type G-1	54	only	150.00	8,100.00
Reinforced Ditch Lining	13,500	sq.yds.	8.50	114,750.00
Metal Guard Rail	66,250	lin.ft.	2.50	165,625.00
Metal Median Barrier	4,400	lin.ft.	3.75	16,500.00
Type 2 Barricade	275	lin.ft.	4.50	1,237.50
Rail End Pieces	80	only	5.00	400.00

Guard Rail Blocks	2,000	only	$ 2.00	$ 4,000.00
Salvage and Reinstall Type 2 Barricade	385	lin.ft.	2.50	962.50
GuardRail-Salvaged Barricade	385	lin.ft.	1.75	673.75
Salvage Portable Barricades	5	only	5.00	25.00
Guide Posts, W-1	320	only	7.50	2,400.00
Guide Posts, Y-2	160	only	8.00	1,280.00
Guide Posts, Y-3	4	only	8.50	34.00
Type 2 Fence	135	rods	7.50	1,012.50
Coarse Crushed Material in Base	330,000	tons	2.00	660,000.00
3/4" - 0 Material in Base	19,500	tons	2.10	40,950.00
Sprinkling	5,800	M-gal.	3.00	17,400.00
Plant-Mix Bituminous Base	34,000	tons	4.25	144,500.00
Asphalt in Bituminous Base	1,360	tons	37.00	50,320.00
Asphaltic Concrete Mixture	44,500	tons	4.50	200,250.00
Asphalt in Mixture	2,450	tons	37.00	90,650.00
Asphaltic Concrete Curbs	40,000	lin.ft.	0.75	30,000.00
Asphaltic Concrete Traffic Markers, Type L	340	lin.ft.	1.00	340.00
Removal of Existing Sign Installations	All	Required		100.00
Sign Support Footings	All	Required		1,225.00
Pipe Sign Posts	All	Required		1,200.00
Single Sign Supports	All	Required		1,100.00
Wood Sign Posts	All	Required		2,500.00
Type "A" Signs in Place	973	sq.ft.	6.00	5,838.00
Type "C" and "D" Signs in Place	451	sq.ft.	3.65	1,646.15
Type "E", "F" and "G" Signs in Place	127	sq.ft.	3.80	482.60
Type "P" Signs in Place	32	sq.ft.	5.00	160.00
				$1,881,251.50

Flagging (57½% of Contractor's Cost)	All Required	$ 15,000.00
Seeding and Mulching	All Required	3,000.00
Signing (Temporary)	All Required	100.00
		$ 18,100.00

Subtotal	$1,899,351.50
10% Engr. & Cont.	189,934.50
Total	$2,089,286.00

Type Code X281
Siskiyou Sta. Interchange O'xing (Br. 9259)(Sta. Ls 531+82 to Sta. Ls 534+16)

Shoring, Cribbing, etc.	All Required		$	2,000.00
Structural Excavation	360 cu.yds.	$ 5.00		1,800.00
Structural Excavation Below Elevation Shown	40 cu.yds.	5.00		200.00
Furnish 10" BP 42# Steel Piling	4,485 lin.ft.	4.50		20,182.50
Drive Steel Piles	77 only	65.00		5,005.00
Splice Steel Piles	20 only	35.00		700.00
Class "A" Concrete (610 cu.yds. $80.00)	All Required			48,800.00
60' to 65' Type IX Prestressed Beams	7 only	1,250.00		8,750.00
85' to 90' Type IX Prestressed Beams	14 only	2,200.00		30,800.00
Metal Reinforcement (160,600 lbs. $0.14)	All Required			22,484.00
6-inch Standard Steel Pipe	60 lin.ft.	13.00		780.00
8-inch Metal Drain Pipe	70 lin.ft.	4.00		280.00
			$	141,781.50

Type Code X281
Siskiyou Sta. Interchange O'xing (Br. 9259A)(Sta. Ln 531+53 to Sta. Ln 533+55)

Shoring, Cribbing, etc.	All Required		$	2,000.00
Structural Excavation	250 cu.yds.	$ 5.00		1,250.00
Structural Excavation Below Elevation Shown	30 cu.yds.	5.00		150.00
Furnish 10" BP 42# Steel Piling	2,700 lin.ft.	4.50		12,150.00
Drive Steel Piles	47 only	75.00		3,525.00
Splice Steel Piles	12 only	35.00		420.00
Class "A" Concrete (380 cu.yds. $80.00)	All Required			30,400.00
45' to 50' Type III Prestressed Beams	5 only	850.00		4,250.00
50' to 55' Type III Prestressed Beams	1 only	850.00		850.00
75' to 80' Type III Prestressed Beams	12 only	1,450.00		17,400.00
Metal Reinforcement (93,600 lbs. $0.14) =	All Required			13,104.00
6-inch Standard Steel Pipe	45 lin.ft.	13.00		585.00
8-inch Metal Drain Pipe	55 lin.ft.	4.00		220.00
			$	86,304.00

Type Code X281
Colestin U'xing (Br. 9260)(Sta. Ls 569+88.96 to Sta. Ls 571+27.44)

Shoring, Cribbing, etc.	All Required		$ 2,000.00
Structural Excavation	400 cu.yds.	$ 5.00	2,000.00
Structural Excavation Below Elevation Shown	40 cu.yds.	10.00	400.00
Class "A" Concrete (495 cu.yds. $80.00)	All Required		39,600.00
40' to 45' Type II Prestressed Beams	10 only	550.00	5,500.00
45' to 50' Type II Prestressed Beams	20 only	600.00	12,000.00
Metal Reinforcement (110,000 lbs. $0.14)	All Required		15,400.00
8-inch Metal Drain Pipe	90 lin.ft.	4.00	360.00
			$ 77,260.00

Type Code X781
State Line Interchange U'xing (Br. 9312)(Sta. Ls 764+01.75)

Shoring, Cribbing, etc.	All Required		$ 10,000.00
Structural Excavation	1,000 cu.yds.	$ 6.00	6,000.00
Structural Excavation Below Elevation Shown	100 cu.yds.	10.00	1,000.00
Furnish 10" BP 42# Steel Piling	325 lin.ft.	4.50	1,462.50
Drive Steel Piles	10 only	75.00	750.00
Splice Steel Piles	2 only	35.00	70.00
Class "A" Concrete (1,090 cu.yds. $80.00)	All Required		87,200.00
60' to 65' Type IV Prestressed Beams	3 only	1,300.00	3,900.00
65' to 70' Type IV Prestressed Beams	5 only	1,300.00	6,500.00
70' to 75' Type IV Prestressed Beams	4 only	1,500.00	6,000.00
90' to 95' Type IV Prestressed Beams	16 only	2,100.00	33,600.00
Metal Reinforcement (226,600 lbs. $0.13)	All Required		29,458.00
6-inch Standard Steel Pipe	100 lin.ft.	13.00	1,300.00
			$ 187,240.50

Subtotal	$ 492,586.00
10% Engr. & Cont.	49,258.00
Total	$ 541,844.00

Length of Roadway - - - - - - - - - - - - - -5.620 miles
Length of 3 Structures- - - - - - - - - - - -0.070 miles
Total Length- - - - - - - - - - - - - - - - -5.690 miles
Cost of Roadway per Mile- - - - - - - - - - -$371,759.07

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,089,286.00	$1,922,000.00	$167,286.00
Structure	541,844.00	498,000.00	43,844.00
	$2,631,130.00	$2,420,000.00	$211,130.00

SISKIYOU STA.-CALIFORNIA STATE LINE SECTION

Project No. I-5-1(56)

Prestressed Beam Quantities

55'-60' Type IV Beams

Overhead			$ 100.00
Class "AA" Concrete	13.1 cu.yds.	$ 50.00	655.00
Metal Reinforcement	1000 lbs.	0.12	120.00
Prestress Steel	800 lbs.	0.50	400.00
			$1,275.00

85'-90' Type IV Beams

Overhead			$ 100.00
Class "AA" Concrete	18.6 cu.yds.	$ 50.00	930.00
Metal Reinforcement	1400 lbs.	0.12	168.00
Prestress Steel	2100 lbs.	0.50	1,050.00
			$2,248.00

45'-50' Type III Beams

Overhead			$ 100.00
Class "AA" Concrete	7.4 cu.yds.	$ 50.00	370.00
Metal Reinforcement	780 lbs.	0.12	93.60
Prestress Steel	470 lbs.	0.50	285.00
			$ 848.60

75'-80' Type III Beams

Overhead			$ 100.00
Class "AA" Concrete	11.4 cu.yds.	$ 50.00	570.00
Metal Reinforcement	1110 lbs.	0.12	133.20
Prestress Steel	1350 lbs.	0.50	675.00
			$1,478.20

40'-45' Type II Beams

Overhead			$ 100.00
Class "AA" Concrete	4.1 cu.yds.	$ 50.00	205.00
Metal Reinforcement	638 lbs.	0.12	76.56
Prestress Steel	357 lbs.	0.50	178.50
			$ 560.06

45'-50' Type II Beams

Overhead			$ 100.00
Class "AA" Concrete	4.7 cu.yds.	$ 50.00	235.00
Metal Reinforcement	700 lbs.	0.12	84.00
Prestress Steel	357 lbs.	0.50	178.50
			$ 597.50

60'-65' Type IV Beams

Overhead			$ 100.00
Class "AA" Concrete	14.0 cu.yds.	$ 50.00	700.00
Metal Reinforcement	980 lbs.	0.12	105.60
Prestress Steel	790 lbs.	0.50	395.00
			$1,300.60

65'-70' Type IV Beams

Overhead			$ 100.00
Class "AA" Concrete	14.2 cu.yds.	$50.00	710.00
Metal Reinforcement	1000 lbs.	0.12	120.00
Prestress Steel			400.00
			$1,330.00

70'-75' Type IV Beams

Overhead			$ 100.00
Class "AA" Concrete	15.5 cu.yds.	$50.00	775.00
Metal Reinforcement	1027 lbs.	0.12	123.24
Prestress Steel	1025 lbs.	0.50	512.50
			$1,510.74

90'-95' Type IV Beams

Overhead			$ 100.00
Class "AA" Concrete	19.3 cu.yds.	$50.00	965.00
Metal Reinforcement	1194 lbs.	0.12	143.28
Prestress Steel	1960 lbs.	0.50	980.00
			$2,188.28

Oregon State Highway Department

Federal Aid
Project No. I-5-1(56)00

KLAMATH STATION-CALIFORNIA STATE LINE SECTION

OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 21, 1964

Type Code 6301
Roadway (Sta. L~~a 492+00~~ to Sta. L~~a 513+33~~)

Clearing and Grubbing	All Required			$ 10,000.00
Drainage Excavation, Unclassified	9,000	cu.yds.	$ 3.00	27,000.00
General Excavation, Unclassified	74,400	cu.yds.	0.85	63,240.00
Short Overhaul	13,200	yd.stas.	0.02	264.00
Long Overhaul	6	C-yd.stas.	0.50	3.00
Finishing Roadbed and Slopes	All Required			1,500.00
Rounding Cutbanks	1,000	lin.ft.	0.25	250.00
12-inch Culvert Pipe	9,100	lin.ft.	2.75	25,025.00
15-inch Culvert Pipe	2,000	lin.ft.	3.55	7,100.00
18-inch Culvert Pipe	370	lin.ft.	4.75	1,757.50
24-inch Culvert Pipe	250	lin.ft.	6.00	1,500.00
12-inch Metal Culvert Pipe	420	lin.ft.	3.75	1,575.00
15-inch Metal Culvert Pipe	400	lin.ft.	4.25	1,700.00
18-inch Metal Culvert Pipe	42	lin.ft.	5.00	210.00
24-inch Metal Culvert Pipe	200	lin.ft.	8.00	1,600.00
48-inch Steel Culvert Pipe	340	lin.ft.	25.00	8,500.00
Extra for Pipe Under Pavement	60	lin.ft.	5.00	300.00
12-inch Culvert End Sections	8	only	30.00	240.00
15-inch Culvert End Sections	1	only	35.00	35.00
18-inch Culvert End Sections	7	only	40.00	280.00
24-inch Culvert End Sections	1	only	55.00	55.00
8-inch Metal Drain Pipe	1,480	lin.ft.	2.50	3,700.00
6-inch Perforated Drain Pipe	14,400	lin.ft.	2.00	28,800.00
8-inch Perforated Drain Pipe	1,050	lin.ft.	2.50	2,625.00
12-inch Perforated Metal Drain Pipe	240	lin.ft.	3.75	900.00
Special Backfill in Drains	5,000	cu.yds.	7.00	35,000.00
Corrugated Metal Catch Inlets	25	only	125.00	3,125.00
Transition Section	1	only	750.00	750.00
Concrete Inlets, Type D	6	only	125.00	750.00
Concrete Inlets, Type C-1	54	only	150.00	8,100.00
Reinforced Ditch Lining	13,500	sq.yds.	8.50	114,750.00
Metal Guard Rail	66,250	lin.ft.	2.50	165,625.00
Metal Median Barrier	4,400	lin.ft.	3.75	16,500.00
Type 2 Barricade	275	lin.ft.	4.50	1,237.50
Rail End Pieces	80	only	5.00	400.00
Guard Rail Blocks	2,000	only	2.00	4,000.00
Salvage and Reinstall Type 2 Barricade	385	lin.ft.	2.50	962.50

Guard Rail-Salvaged Barricade	385	lin.ft.	$ 1.75	$ 673.75
Salvage Portable Barricades	5	only	5.00	25.00
Guide Posts, Y-1	320	only	7.50	2,400.00
Guide Posts, Y-2	160	only	8.00	1,280.00
Guide Posts, Y-3	4	only	8.50	34.00
Type 2 Fence	135	lin.ft.	7.50	1,012.50
Coarse Crushed Material in Base	330,000	tons	2.00	660,000.00
3/4" - 0 Material in Base	19,500	tons	2.10	40,950.00
Sprinkling	5,800	M-gals.	3.00	17,400.00
Plant Mix Bituminous Base	34,000	tons	4.25	144,500.00
Asphalt in Bituminous Base	1,360	tons	37.00	50,320.00
Asphaltic Concrete Mixture	44,500	tons	4.50	200,250.00
Asphalt in Mixture	2,450	tons	37.00	90,650.00
Asphaltic Concrete Curbs	40,000	lin.ft.	0.75	30,000.00
Asphaltic Concrete Traffic Markers, Type L	340	lin.ft.	1.00	340.00
Removal of Existing Sign Installations	All Required			100.00
Sign Support Footings	All Required			1,225.00
Pipe Sign Posts	All Required			1,200.00
Single Sign Supports	All Required			1,100.00
Wood Sign Posts	All Required			2,500.00
Type "A" Signs in Place	973	sq.ft.	6.00	5,838.00
Type "C" and "D" Signs in Place	451	sq.ft.	3.65	1,646.15
Type "E", "F" and "G" Signs in Place	127	sq.ft.	3.80	482.60
Type "P" Signs in Place	32	sq.ft.	5.00	160.00
				$1,793,446.50
Flagging (57½ of Contractor's Cost)	All Required			$ 15,000.00
Seeding and Mulching	All Required			3,000.00
Signing (Temporary)	All Required			100.00
				$ 18,100.00
	Subtotal			$1,811,546.50
	10% Engr. & Cont.			181,154.50
	Total			$1,992,701.00

Type Code X261
Siskiyou Sta. Interchange O'xing (Br. 9252)(Sta. Lg 531+82 to Sta. Lg 534+16)

Shoring, Cribbing, Etc.	All Required			$ 2,000.00
Structural Excavation	360	cu.yds.	$ 5.00	1,800.00
Structural Excavation Below Elevation Shown	40	cu.yds.	5.00	200.00
Furnish 10" HP 42# Steel Piling	4,485	lin.ft.	4.50	20,182.50
Drive Steel Piles	77	only	65.00	5,005.00
Splice Steel Piles	20	only	35.00	700.00
Class "A" Concrete (610 cu.yds. $80.00)	All Required			48,800.00

60' to 65' Type IV Prestressed Beams	7 only	$1,250.00	$ 8,750.00
85' to 90' Type IV Prestressed Beams	14 only	2,200.00	30,800.00
Metal Reinforcement (160,600 lbs. $0.14)	All Required		22,484.00
6-inch Standard Steel Pipe	60 lin.ft.	13.00	780.00
8-inch Metal Drain Pipe	70 lin.ft.	4.00	280.00
			$ 141,781.50

Type Code X281
Siskiyou Sta. Interchange O'xing (Br. 9259A)(Sta. In 531+53 to Sta. In 533+55)

Shoring, Cribbing, Etc.	All Required		$ 2,000.00
Structural Excavation	250 cu.yds.	$ 5.00	1,250.00
Structural Excavation Below Elevation Shown	30 cu.yds.	5.00	150.00
Furnish 10" BP 42# Steel Piling	2,700 lin.ft.	4.50	12,150.00
Drive Steel Piles	47 only	75.00	3,525.00
Splice Steel Piles	12 only	35.00	420.00
Class "A" Concrete (380 cu.yds. $80.00)	All Required		30,400.00
45' to 50' Type III Prestressed Beams	5 only	850.00	4,250.00
50' to 55' Type III Prestressed Beams	1 only	850.00	850.00
75' to 80' Type III Prestressed Beams	12 only	1,450.00	17,400.00
Metal Reinforcement (93,600 lbs. $0.14)	All Required		13,104.00
6-inch Standard Steel Pipe	45 lin.ft.	13.00	585.00
8-inch Metal Drain Pipe	55 lin.ft.	4.00	220.00
			$ 86,304.00

Type Code X281
Colestin O'xing (Br. 9260)(Sta. Ln 569+88.96 to Sta. Ln 571+27.44)

Shoring, Cribbing, Etc.	All Required		$ 2,000.00
Structural Excavation	400 cu.yds.	$ 5.00	2,000.00
Structural Excavation Below Elevation Shown	40 cu.yds.	10.00	400.00
Class "A" Concrete (495 cu.yds. $80.00)	All Required		39,600.00
40' to 45' Type II Prestressed Beams	10 only	550.00	5,500.00
45' to 50' Type II Prestressed Beams	20 only	600.00	12,000.00
Metal Reinforcement (110,000 lbs. $0.14)	All Required		15,400.00
8-inch Metal Drain Pipe	90 lin.ft.	4.00	360.00
			$ 77,260.00

Type Code X761
State Line Interchange U'pcing (Br. 9312)(Sta. Ln 764+01.75)

Shoring, Cribbing, Etc.	All Required		$ 10,000.00
Structural Excavation	1,000 cu.yds.	$ 6.00	6,000.00
Structural Excavation Below Elevation Shown	100 cu.yds.	10.00	1,000.00
Furnish 10" BP 42# Steel Piling	325 lin.ft.	4.50	1,462.50
Drive Steel Piles	10 only	75.00	750.00
Splice Steel Piles	2 only	35.00	70.00
Class "A" Concrete (1,090 cu.yds. $80.00)	All Required		87,200.00
60' to 65' Type IV Prestressed Beams	3 only	1,300.00	3,900.00
65' to 70' Type IV Prestressed Beams	5 only	1,300.00	6,500.00
70' to 75' Type IV Prestressed Beams	4 only	1,500.00	6,000.00
90' to 95' Type IV Prestressed Beams	16 only	2,100.00	33,600.00
Metal Reinforcement (226,600 lbs. $0.13)	All Required		29,458.00
6-inch Standard Steel Pipe	100 lin.ft.	13.00	1,300.00
			$ 187,240.50
	Subtotal		$ 492,506.00
	10% Engr. & Cont.		49,256.00
	Total		$ 541,844.00

Length of Roadway - - - - - - - - - - - 5.620 Miles
Length of 3 Structures - - - - - - - - 0.070 Mile
Total Length - - - - - - - - - - - - - 5.690 Miles
Cost of Roadway Per Mile - - - - - - - $354,573.13

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,992,701.00	$1,833,000.00	$159,701.00
Structure	541,844.00	498,000.00	43,844.00
	$2,534,545.00	$2,331,000.00	$203,545.00

SISKIYOU STATION-CALIFORNIA STATE LINE SECTION

PROJECT NO. I-5-1(56)00

Prestressed Beam Quantities

Overhead				$ 100.00
Class "A-A" Concrete	13.1	cu.yds.	$50.00	655.00
Metal Reinforcement	1,000	lbs.	0.12	120.00
Prestress Steel	800	lbs.	0.50	400.00
				$1,275.00

85'-90' Type IV Beams

Overhead				$ 100.00
Class "A-A" Concrete	18.6	cu.yds.	$50.00	930.00
Metal Reinforcement	1,400	lbs.	0.12	168.00
Prestress Steel	2,100	lbs.	0.50	1,050.00
				$2,248.00

45'-50' Type III Beams

Overhead				$ 100.00
Class "A-A" Concrete	7.4	cu.yds.	$50.00	370.00
Metal Reinforcement	780	lbs.	0.12	93.60
Prestress Steel	470	lbs.	0.50	235.00
				$ 848.60

75'-80' Type III Beams

Overhead				$ 100.00
Class "A-A" Concrete	11.4	cu.yds.	$50.00	570.00
Metal Reinforcement	1,110	lbs.	0.12	133.20
Prestress Steel	1,350	lbs.	0.50	675.00
				$1,478.20

40'-45' Type II Beams

Overhead				$ 100.00
Class "A-A" Concrete	4.1	cu.yds.	$50.00	205.00
Metal Reinforcement	638	lbs.	0.12	76.56
Prestress Steel	357	lbs.	0.50	178.50
				$ 560.06

Prestressed Beam Quantities - contd.

45'-50' Type II Beams

Overhead				$ 100.00
Class "A-A" Concrete	4.7	cu.yds.	$50.00	235.00
Metal Reinforcement	700	lbs.	0.12	84.00
Prestress Steel	357	lbs.	0.50	178.50
				$ 597.50

60'-65' Type IV Beams

Overhead				$ 100.00
Class "A-A" Concrete	14.0	cu.yds.	$50.00	700.00
Metal Reinforcement	980	lbs.	0.12	105.60
Prestress Steel	790	lbs.	0.50	395.00
				$1,300.60

65'-70' Type IV Beams

Overhead				$ 100.00
Class "A-A" Concrete	14.2	cu.yds.	$50.00	710.00
Metal Reinforcement	1,000	lbs.	0.12	120.00
Prestress Steel	800	lbs.	0.50	400.00
				$1,330.00

70'-75' Type IV Beams

Overhead				$ 100.00
Class "A-A" Concrete	15.5	cu.yds.	$50.00	775.00
Metal Reinforcement	1,027	lbs.	0.12	123.24
Prestress Steel	1,025	lbs.	0.50	512.50
				$1,510.74

90'-95' Type IV Beams

Overhead				$ 100.00
Class "A-A" Concrete	19.3	cu.yds.	$50.00	965.00
Metal Reinforcement	1,194	lbs.	0.12	143.28
Prestress Steel	1,960	lbs.	0.50	980.00
				$2,188.28

RECEIVED
AUG 9 - 1968
FOR FILING
I-5-1(56)
6501

July 10, 1968

Peter Kiewit Sons' Company
711 East Main Street
Medford, Oregon 97501

Gentlemen:

The State Highway Commission at its meeting on July 9 considered your request for an extension of time on Contract No. 6501 on the Siskiyou Station-California Line Section of the Pacific Highway in Jackson County.

After careful consideration, the Commission extended the completion date to June 1, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm

cc C. T. Keasey
Bill Brown
L. H. Young
F. D. Morgan
C. H. Maison
Bureau of Public Roads

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301
DATE: June 18, 1968

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-1(52)00
Siskiyou Sta. - California Line Section
Extension of Contract Time
Contract No. 6501

Mr. Klaboe's June 14, 1968 letter has brought our attention to an error in our June 6, 1968 concurrence letter regarding the subject time extension.

The reference to 50 days liquidated damages was obtained by a misinterpretation of the day count in your letter dated February 26, 1968.

We stand corrected and Federal Participation will be based on the assessment of 42 days liquidated damages.

NOTED
F.B. KLABOE

REFERRED TO
By Asst State Hwy. Engr.
Please process
signed by Young
6-20-68

RECEIVED
JUN 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Subject: Request for an Increase in the Number of Workdays for Siskiyou Station - California Line OSHD Contract No. 6501

The estimated completion date, as set forth in the Contract, for the Siskiyou Summit California Line, Grading (Sta. 643+00 to Sta. 698+28) was June 30, 1965. The actual completion was September 11, 1965, or 50 workdays later. This contract apparently had been granted at least one extension of time (and possibly more) but this was unknown to us at the time we bid the job, because no mention of any extension was made in the Special Provisions or by Addenda. Further, information concerning time extensions is not published and made available to the public.

The estimated completion date for Siskiyou Station - Siskiyou Summit, Grading was May 1, 1965. Actual completion was July 22, 1965, or 57 workdays later, and approximately 20,000 cubic yards of embankment was not completed or finished on this project, which we performed under Price Agreement No.2

It is true that sections of the completed grade were made available to us as they were completed. However, at the time of bidding this job, we anticipated that the grade would be made available a section at a time with the entire job completed on the dates specified. The reasons why we anticipated this are:

(1) On previous paving jobs in the State of Oregon, we have had sections turned over to us before final completion.

(2) In accordance with the "Cooperation with other Contractors" section of the Specifications, these partial sections are required to be turned over.

(3) Jobs of this size and length are not completed instantaneously on the final date, but a section at a time, and based on paragraphs (1) and (2) above are then turned over to the paving contractor.

These partial sections were made available to us at the same time relative to the final completion of the projects as if the job were completed on time. As a result, the availability of these areas did not add any additional working days which would not have been available if these projects were completed on time. Therefore, these partial sections were made available 50 or 57 working days later than they should have been.

Our quarry and crusher location was immediately east of Station L_N 677+00. According to the estimated completion date in the contract, the section from Station 643+00 to Station 698+28 should have been completed and ready for basing by June 30, 1965, at the latest (if completed earlier, it would be available at an earlier date).

Until this section was completed, we were denied economical and practical access from our crusher stockpiles to Siskiyou Station - Siskiyou Summit, and to the southern portion of Siskiyou Summit, California Line. Instead of this section being completed first, it was the last section of the job to be completed. Further, it was not completed to such a degree that legal trucks could safely and economically travel on it until August, at which time we started laying base rock.

Based on the estimated completion date of May 1, 1965, we were allowed 107 working days to perform the remaining basing, paving, guardrailing and signing work in that area; however, this period was shortened by 57 working days or 53% by the late completion of this section. In the situation of the June 30, 1965, completion date, we were originally allowed 65 working days to perform the remaining work, but this was shortened by 50 working days or 77% by the late completion. As stated in the preceding paragraph, the critical section which had to be completed on time to give us access from our quarry to the available sections to the north and south in the area with the June 30 completion date. Therefore, the time which we were allowed by contract to perform the base, paving

and guardrail work was reduced from 65 working days to 15 working days or 77% reduction in time. The work which was required to be performed in 15 working days instead of 65 working days is as follows: Place 336,990 tons of coarse crushed material, place 22,370 tons of 3/4"-0 material in base, place 45,082 tons plant mix bituminous base, place 52,918 tons of asphaltic concrete mixture, install 55,247 lf. of metal guard rail, and install 4,709 lf. of metal median barrier. Even with the 65 working days which were allowed to perform this magnitude of work, the completion of the project on time would be difficult; however, with only 15 working days, the completion of this work at the specified October 1, 1965, completion date is impossible. This is the situation which resulted from the late completion of the other job, and we request a time extension to rectify it.

The argument that if these areas were available at an earlier date, our basing operation still would not have started any earlier than August 11, is not valid. Approximately the first of March, we started the clearing and stripping of our quarry site. During the middle of April we were preparing the crusher site, and moving in and starting to set up the crusher. On July 6, the crusher started operations. On August 11, when we finally had access to the completed areas and started hauling the base, we had crushed and stockpiled approximately 88,000 tons of material which was avaiable to go onto the grade. We conducted these above described operations on an 8 hour per day, 5 days per week schedule, with minimum manpower. Because we knew that the two grading jcbs would not be completed on time (as stated in our letters of February 25, March 10 and June 1, 1965) we performed this work at a reduced production. If these jobs would have been on schedule, we could and would have worked 9 hours per day, 6 days per week, double shift on some operations, and a larger work force. By doing this, we could have been ready to lay base as originally specified. However, there was no reason to either pay premium wages or hire additional personnel to be ready at an earlier date, then shut down, lay off everyone and wait for the grade to be

finished. We strictly geared our operation to meet the actual date that the grade would be accessible and available.

As stated earlier, the Siskiyou Summit-California Line Contract has been granted at least one (and possibly more than one by now) time extension. The Siskiyou Station-Siskiyou Summit Contract has been granted a time extension which resulted in no liquidated damages being assessed for the 57 working day late completion. Both of these two contracts have the same identical clauses for the basis of time extensions as our contract. Namely, the only basis of a time extension is strikes. Neither of these two projects, sustained strikes, however, evidently due to extenuating circumstances, they were granted time extension. Our contract was delayed by the same extenuating circumstances which delayed these two projects, because their delay and late completion was passed onto our contract. Therefore, since these extenuating circumstances justified a time extension to their contract, they also justify a time extension to our contract.

Therefore, we request that further consideration be given to grant us a time extension of 57 working days.

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 8, 1967

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: ASSIGNMENT FBK 2172
Siskiyou Station-California Line
Contract 6501
Third Request for Time Extension

This latest request for a time extension from Peter Kiewit Sons Company discusses only one reason in support of an extension. This is all concerned with the late completion of the two prior grading contracts.

This same reason was included in their last request as No. 1 but that request also included other reasons for a total of 9. An even earlier request also included this same reason. The last time we recommended to BPR a 30 day extension based simply on the fact that this amount of time was allowed on the Siskiyou Summit-California Line grading contract prior to the Kiewit project even being advertised for bids. Unfortunately, the Kiewit contract provisions (Page 141 attached) were not corrected to reflect this change. BPR has steadfastly refused to participate in any extension based on this reason. This was last set forth in their March 17, 1967, letter (copy of page 1 attached). The Bureau especially finds fault with Kiewit's progress during the first 3 weeks or so after July 22, 1965, when the Siskiyou Station to Siskiyou Summit grading project was completed. Copies of the narrative section of the resident engineer's weekly reports on the project for the critical period from July 23, through September 3, 1965, are attached. I doubt that the contractor's latest discussion of the circumstances would sway the Bureau.

I do still believe that there is good reason to grant the 30 days merely to correct a date that should have been corrected at the time of bidding. At one time I even suggested this 30 days be granted nonparticipating.

The last page of the new request is superfluous. The contractor should be well aware that exception has already been made to the restrictive time extension specification in this case as he was granted some 43 calendar days extension for other reasons on his last request.

There are still 89 days (weekly work days) amounting to $37,380 liquidated damages on this project. The contractor's latest request covers only 57 of these. His derivation of 57 days is probably best shown on the first page of my March 3, 1967, letter to you (copy attached). This is the time in work days that the Siskiyou Station to Siskiyou Summit grading project overran.

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FEB - 8 1968
OFFICE OF
STATE HIGHWAY ENGINEER

In order to make the most complete response that we can to the contractor's request, I would suggest we again present it to BPR. Some of the contractor's discussion could probably just be quoted.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:nn

Encs.

RECEIVED
JUN 21 1968

June 21, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 3
July 9, 1968 meeting

Gentlemen:

Peter Kiewit Sons Company has requested an additional time extension on the Siskiyou Station-California Line project, Contract No. 6501. This was the surfacing and paving contract on I-5 in Jackson County.

In earlier action at your December 19, 1966 and April 25, 1967 meetings, an extension of the completion date to November 12, 1965 plus an ordered stop work period in the winter of 1965-66 were approved.

The basis for the latest request is late availability of the new roadbed which was constructed under two prior contracts. During the earlier stage of the project, a critical segment of the new grade was not available at the time estimated in the contract provisions and this delayed the surfacing contractor in starting placement of base rock. This delay was during the period June 30, 1965 to September 11, 1965, an interval of 72 calendar days which is not included in the time extension already granted.

An extension for this amount of time is recommended. This would, in effect, establish a new completion date of June 1, 1966 and would leave liquidated damages in effect for 40 days amounting to $16,800. The Bureau of Public Roads has approved this extension.

This matter will be on the agenda for your consideration at the July 9 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosure

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
C. T. Kensey

JAB:fw jko

E—330 (Rev.)—6M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 26, 1967

Gentlemen:

We, the undersigned, respectfully request an ~~increase~~ increase by 57 work days in the ~~number of workdays~~ completion date from Nov. 12, 1965 ~~days to~~, within which to complete our Contract No. 6501, without the assessment of liquidated damages. The said contract is described as follows: Siskiyou Station-California Line, grading, paving, structures, and signing.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: On April 25, 1967, the State Highway Commission approved an extension of the completion date from October 1, 1965 to November 12, 1965, without assessment of Liquidated damages on the above referenced project. However, this approval did not grant any extension of time for the late completion of either Siskiyou Summit-California Line, grading or Siskiyou Station-Siskiyou Summit, Grading. Therefore, we request that further consideration be given to grant a time extension based on the late completion of the above mentiond grading work. See attached sheets.

Respectfully submitted,

PETER KIEWIT SONS' CO.
Contractor

By R. L. Legg Area Manager
R. L. Legg, Area Manager

CONSENT OF SURETY

Date January 25, 1968

We, The Ætna Casualty And Surety Company

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Kenneth C. Krai
Attorney-in-fact

(SEAL)

Robert B. Clarke
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6501 Contractor Peter Kiewit Sons' Company

Highway Pacific

Section Siskiyou Station-California Line

Kind of Work Grading, Paving, Structures & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

72 Calendar days (49 days liquidated damages) for delay in availability of new grade.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	6501
Project designation	State-Federal
Date awarded	
Work started	
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

RECEIVED
AUG 9 - 1968
FOR FILING
I-5-1(36)00
6501

June 14, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Dear Sir:

Re: Siskiyou Station-California
Line Section
Contract No. 6501
Project No. I-5-1(36)00
DH-35.DH

We note in the first paragraph of your June 6 letter what appears to be a discrepancy in the number of days liquidated damages that will remain in effect from the standpoint of Federal participation after the 72 calendar day extension is applied. We believe the correct figure for the remaining participating liquidated damages would be 42 days. This was discussed June 11 with the Area Engineer.

The attached sheet shows our derivation of the time status on this project. We suggest the record be clarified at this time and ask your concurrence.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Attachment

JAB:fw mc

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young

Siskiyou Station-Calif. Line
Contract No. 6501
Completion Time - Liquidated Damages

Specified Completion Time Extended to: 10-1-65

11-12-65 (includes 2 days non-participating; approved 4-25-67)

	Calendar Days	
11-13 to 11-30-65	18	= 41 cal. days
12-1 to 12-23 (stop work)	23	= 28 work days
12-24 to 12-31	8	
Jan. 66	31	
Feb.	28	Stop time=129 cal. days
Mar.	31	(extension approved 12-19-66)
Apr.	30	
5-1-66 (resume work)	1	
5-2-to 5-31	30	
June	30	= 88 calendar days
		= 61 work days
Work Completed July 28	28	
Total Calendar days	258	258 or 89 work days

Based on approval of 72 calendar day additional time extension:

Calendar Time prior to "Stop Time" = 41 = 28 work days
Extended Completion date to June 1, 1966 = +31 = 21 work days
72 calendar days or 49 penalty days

This leaves liquidated damages:

	Calendar Days	Work Days	
June 2 - June 30	29	21	
Juiy 28	28	19	
	57	40	@ $420 per day = $16,800 which includes 2 days non-participating

JAB:ss
6/13/68

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: June 6, 1968

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-1(56)00
Siskiyou Sta. - California Line Section
Request for extension of Contract time
Contract No. 6501

In reply to Mr. Klaboe's letter, dated May 29, 1968, we hereby concur in the recommended 72-calendar day extension. Federal participation in this project will be based on the assessment of 50 days liquidated damages.

Our concurrence in this request is based on the supporting letters forwarded with Mr. Klaboe's letter and because we feel that an end to this matter is long overdue. More timely and decisive action is necessary in matters of this nature.

When the delays in consideration and action on claims of this type drag on for years, such as this one, the factual picture becomes clouded with opinions and vague recollections to the point where a precise review and appraisal becomes impossible. It is recommended that you give strong consideration to establishing administrative procedures that would virtually eliminate situations of this type in the future.

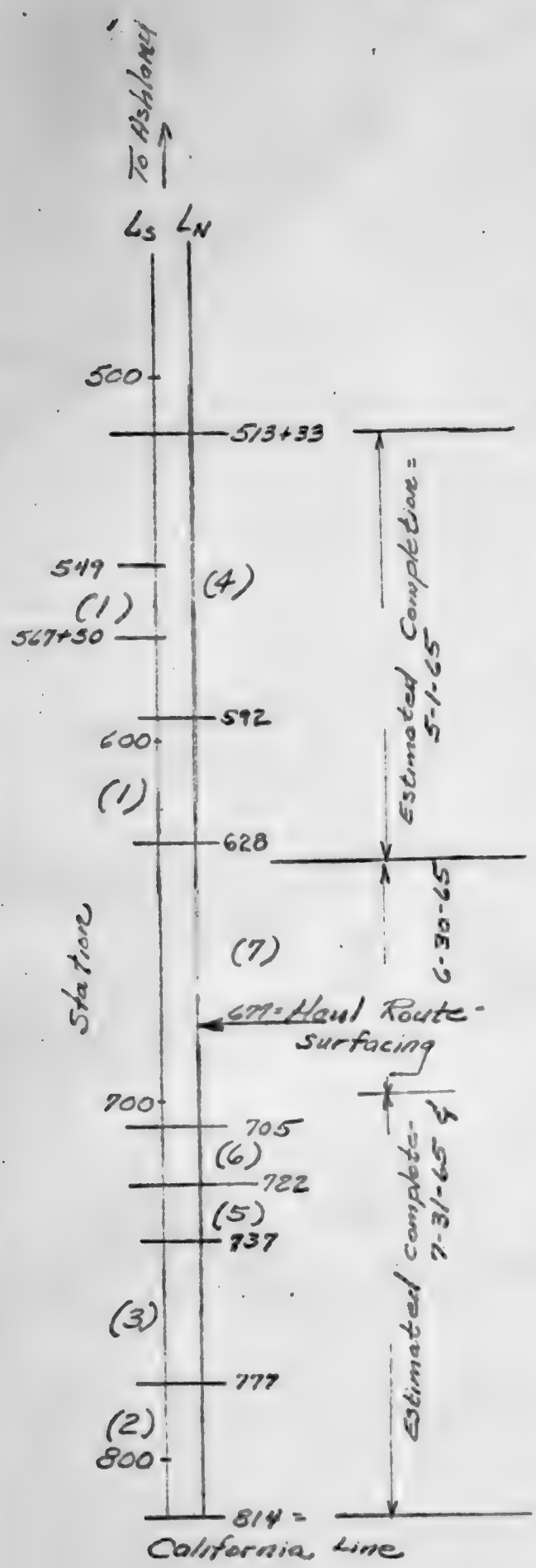
REFERRED TO
Morgan
STATE HWY. ENGR

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
JUN 7 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

SISK..OU STATION-CALIFORNIA LINE ..CTION
GRADING COMPLETION



Grading Sections	Available
(1) 592 - 628) Ls 549 - 567+50)	6-25-65
(2) 777 - 814	7-1-65
(3) 737 - 777	7-15-65
(4) 513+33 - 592 (except Ls 549 - 567+50 shown above).	7-17-65
(5) 722 - 737	7-27-65
(6) 705 - 722	7-30-65
(7) 628 - 705 (haul road entrance at 677).	9-11-65

( ) Numbers in brackets are chronological sequence.

April 22, 1968

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: April 5, 1968

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-1(56)00
Siskiyou Station - California Line Section
Pacific Highway
Request for Time Extension

We have received the information furnished with Mr. Klaboe's letter dated February 26, 1968 and attachments which concerns a requested 30-day extension of contract time on this project.

The record does not show that the contractor established a work schedule based on the June 30, 1965 and July 31, 1965 completion dates shown on page 141 of the project Special Provisions.

According to the records, the grading from Siskiyou Station to Siskiyou Summit was completed on or about July 25, 1965 and the grading from Siskiyou Summit to the California Line was Completed about July 31. A portion of the grading was completed as early as July 1, 1965.

The contractor placed the first base course material on August 11, 1965, some 18 days after the Siskiyou Station - Siskiyou Summit grading was complete.

It is thus apparent from the record that the actual completion dates of the two prior grading contracts played no part in determining the date placing of base course surfacing actually began. Likewise, earlier completion of grading would have had no material effect. Any argument along this line could only be valid had the contractor scheduled his work around and been ready to place base course surfacing on the advertised completion date.

In accordance with the above, we do not approve the requested time extension in determinations concerning Federal-aid participation.

copies to Yoder & Morgan

4-10-68
REFERRED TO Morgan w/file
BY STATE HWY. ENGR.

RECEIVED
APR - 9 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Siskiyou Station-California Line Section

Extra work items are to be performed by State forces or by the contractor as the engineer may decide. If performed by the contractor, the work shall be done in accordance with the instructions of the engineer as "extra work" and will be paid for either (a) on the force account basis set forth in the standard specifications or (b) at a price to be agreed upon between the contractor and the engineer prior to commencement of the work. Whether the work is to be performed under (a) or (b), above, shall be as the engineer may decide.

Right Reserved to Omit Part of Work:

The contractor is advised that the State reserves the right to omit any part of or all of the following work:

1. Salvage portable barricades.
2. Salvage and reinstall Type 2 barricade.

If during the progress of the work under the contract, the State does omit any part of or the whole of the construction of said items, it shall not be cause for claim as a material change affecting payment for the remaining portion of the work to be performed under the project.

Other Work in Progress:

The contractor is advised that grading and paving contracts are in force through and adjacent to this project as follows:

Project	Estimated Completion Date
Siskiyou Station-Siskiyou Summit, Grading	May 1, 1965
Siskiyou Summit-Calif. Line, Grading	(Sta. 634+00 to Sta. 698+25 (June 30, 1965 (Entire Project July 31, 1965
Wall Creek-Siskiyou Station, Grading, Paving, Structure and Signing	October 31, 1965

Noncompletion of work by the other contractors will not, however, relieve the contractor on this project of his obligations to entirely complete all work specified to be done under this contract. Neither will such noncompletion entitle him to extra compensation of any kind.

Routing
Morgan
Docker
Barboe
Walker
Glenn
Wills
Litchfield
Olson

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

RECEIVED
MAR 1967
DISTRICT
DIVISION

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 17, 1967

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon I-5-1(56)00
Siskiyou Station - California Line Section
Pacific Highway
Request for time extension

Your letter dated March 14, 1967, by Mr. Klaboe, requests our concurrence in an extension of contract time in establishing a revised completion date of December 13, 1965, with respect to Federal participation.

1. This section of your letter requests reconsideration of a 30-day extension previously requested by Mr. Klaboe's letter of October 25, 1965. We reiterate the comments as stated in our November 5, 1965 memorandum which relates that our records indicate placing of base surfacing on the subject project began on or about August 11, 1965, some 18 days subsequent to the date that grading was completed from Siskiyou Station to the Summit and 10 or 11 days subsequent to completion of grading on the lower portion of the Summit - State Line Section.

It is then, very evident that roughly 4 1/2 miles of the project was available to the surfacing contractor well enough in advance of his actual placing operations to have assured reasonable continuity of placement at an earlier date and it is not apparent that completion of any portion of the grading at an earlier date would have made any material difference in the time when placement of base surfacing actually began.

NOTED
F.B. KLABOE

As previously stated, we do not concur in your recommendation to grant an extension for the reasons given.

2. Due to the late date of Extra Work Order No. 10, we concur in the proposed 4-day extension for the reasons stated.

3. Based on Articles 3.2 and 4.2 of the Standard Specifications (1954) we do not concur in the recommended 4-day extension based on 15 percent overrun in perforated drain pipe. The character of this work (with

3-24-67 orig w/file Morgan copies to Glenn & Walker

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 3, 1967

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

SUBJECT: Request for Time Extension
Siskiyou Station-California Line Section
Contract No. 6501

BUILDING

Peter Kiewit Sons' Company, contractor on the subject section, has submitted a second request for time extension which in effect allows for 7 penalty days already agreed to and would extend the completion date to July 28, 1966 and eliminate all penalty. The request is for 111 workdays, whereas the time control on this contract was by calendar date. This request includes one reason that was covered in their earlier request regarding the delay in completion of the prior grading contracts.

Some pertinent dates are as follows:

Date of award -- 9/25/64)
Specified completion -- 10/1/65) 370 days

Kiewit contract estimated completion dates of other work:

(a) Siskiyou Station-Siskiyou Summit - 5/1/65)
Actual completion - 7/22/65) 57 days

(b) Siskiyou Summit-California Line - 6/30/65 and 7/31/65) 50 days
Actual completion - 9/11/65)

Stop work order -- 12/23/65 (per phone call from Bond 3-6-67)

Resume work order -- 5/2/66

Actual completion -- 7/28/66

The contractor's reasons for time extension and our recommendations are as follows:

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK Ending 7/23/61

SUNDAY	
MONDAY	Crusher making 1½"-#0" Base Rock. Changed scalping screen from 3/4" to 1 1/4", to make class 4 material for Calif Job. Bkhoes digging drains Ls 789 - 793. Installed 380' of 6" drain Ls 789. Stripped inlets 547 - 562. 2 Drills in State Controlled Quarry. Setting up Pug Mill, 1 Dozer pushing rock off hill to Jaw Crusher, Swing Shift. BRIDGES: Siskiyou Sta. Ls finish concrete surfaces. In work on curb and strip deck ~~Calif. Line- Pour deck Br. 1,2, and 3, pour diaph. span #3- 97 Yd.no waste.~~
TUESDAY	Cursher making 1½"-#0" Base Rock. Drill crew doading drill holes in State Quarry. 2 dozers worked swing shift building road out of crusher site and pushing rock off top of Miller Quarry to jaw. 3 Bkhoes digging drains. Loader & Pay haulers picking up surplus material from drain ditches. BRIDGES: Siskiyou Sta.-Bs finish concrete surfaces. In strip deck and diaphram. ~~State Line-Lay deck and diaph. spans #1,2, 5,6,7, Lay gutter spans #3 &4.~~
WEDNESDAY	Crusher operated 8 hours. Put off shot in State Controlled Quarry at 2:45 which filled Hwy. with shot Rock. 2 Dozers, 988 Blade worked until 9:00 P.M. clearing roedway. Bkhoes digging drains 750 fill. BRIDGES: Siskiyou Sta.-Ls start on west (right) handrail forms, Finish con. surfaces. State Line-Lay deck and diaph. spans #5,6,&7. Lay gutter spans 3&4 and steel cure deck.
THURSDAY	Crusher produced 3,700 tons 1½"-#0" Base. 988 Loader clearing rock from Hwy. adjacent to State Controlled Quarry Site. Bkhow digging drains. Dozer pioneered "H" Line cut ½ day. Installing Pug Mill below crusher. Installed 12" Pipe in Subgrade. BRIDGES: Siskiyou Sta.-Ls complete rt. handrail and pour, finish con. surfaces. In strip deck and diaphram. State Line-Pour curb spans 1&2 pour remaining diaphram, lay steel spans 3,4,&5.
FRIDAY	Crusher produced 1,800 tons today power failures cut production today. 988 Loader cleaning rock off highway adjacent to State Quarry. 1 Drill working in State Quarry. Bkhoe digging drain ditches Ls 756. Poured 2 G 1 inlets at 628+50 and 631+50. BRIDGES: Siskiyou Sta.-Ls strip handrail and cure finishing con. work. In finish strip start finish comcrete work. State Line-Lay steel spans 3,4,&5 , finish deck and overhang for rest of brd.
SATURDAY	NO ACTIVITY.

REMARKS

Contractor is making good progress with drain pipe for surface drainage. The shot Wednesday at 2:45 in State Quarry created a traffic delay situation for Thursday and Friday. Crusher production droped this week. Pug Mill is not set up as of this date. No power or water to date. Contractor is scalping on 1¼" Screens to make class 4 material for California Project.

F. D. Morgan, Construction Engr. was in office and over project on Thursday, July 22.
L. R. Chandler, Division Engr. was in office and over project on Thursday, July 22.
Ed Rief, Testing Engr. was in office and over project Tuedday & Wednesday, July 20&21.

SIGNED J. C. McCormick

Jack C. McCormick, Res. Engr.

LOCATION Ashland, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SDSE216

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK Ending 7/30/65

SUNDAY	
MONDAY	Excavating "H" Line, Drillin Quarry, Crushing 1¼ - #0" Base Rock. Installing PMP, 12" & 15" LN 741, Ls 743, 758. Forming C-1 inlets, Constructing access road from Pug Mill to grade. BRIDGES: - Siskiyou Sta.-"Ls" Finish concrete Surfaces. In form rt. handrail, and clean - up. Colestin - Comp. form and pour med. curb and deck section at end abut. ~~State Line- Pour end bm. bent #8, tie deck steel spans 6&7, set screeds.~~
TUESDAY	Drilling Quarry, Crushing 1½" - #0" Base Rock, Installing PMP, 12" & 15" CMP In 812, In 802+50, In 789, In 741, In 745, Ls 753. Poured 3 - C-1 inlets In 741, 745 & 750. Constructing access road from Pug Mill to grade. BRIDGES: Siskiyou Sta.- Ls no activity. In Pour left handrail. State Line - Pour deck spans 3,4,&5, set screeds and tie steel spans ~~3,4&5~~ 6 & 7.
WEDNESDAY	Drilling Quarry, Crushing 1½" - #0" Base Rock. Installing PMP, 12" & 15" CMP In 735, Ls 748 & 753. Stripped inlets. BRIDGES: Siskiyou Sta.- Ls finish concrete surfaces. In pour left handrail. State Line - Comp. tie steel and set screeds spans 6&7, start forming left curb, spans 3,4,& 5.
THURSDAY	Drilling Quarry, Crushing 1½"-#0" Base Rock. Installing 12"PMP & 15"CMP In 735, Ls 748 & 753. Building access road from Pug Mill to grade. Kolman loader to feed Pug Mill arrived at 4:30 P.M. today. BRIDGES: Siskiyou Sta.- Ls no activity, In Pour left, handrail. State Line - Pour last of deck spans 6&7, our left curb for spans 3,4,&5.
FRIDAY	Drilling Quarry, Crushing 1½"-#0" Base Rock. Installing 6" PMP and 15" CMP In 735+50, Ls 753, Digging ditch In 523 - 531. Installing new deck on Crusher scales and setting it up. Access Road Completed. BRIDGES: Siskiyou Sta. - Ls finish concrete surfaces, In strip handrail. State Line- Pour right spans # 4 & 5. Colestine - Sit up right handrail.
SATURDAY	

REMARKS

Contractor advises scrapers will be in next week to start excavation.
Will start placing Base Rock possibly Wednesday of next week.
Will go two (2) shifts on crusher and rock haul when they start.
No water or power to Pug Mill. Deck only partially on scales.

Jack C. McCormick, Res. Engr.

SIGNED _____ LOCATION Ashland, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK Ending 8/6/65

SUNDAY	
MONDAY	Crusher operated 2 shifts today. Excavating trenches and Installing Surface Drains. BRIDGES: Siskiyou Sta. - "Ls" No Activity. "Ln" Cure handrail. Fin.-con. surf. Colestine - No Activity. State Line - Cure deck and curb. Form curbs for rest of bridge and cure deck.
TUESDAY	Crusher operated 2 shifts today. Excavating trenches and Installing surface drains. Setting up Kolman loader for Pug Mill. Drilling in Private Quarry. BRIDGES: Siskiyou Sta.-"Ls" finish concrete surf. "Ln" No Activity. Colestine-Start rt. handrail forms. State Line-Finish forming curb.
WEDNESDAY	Crusher operated 2 shifts. Excavating trenches and Installing surface drains. Drilling in Private Quarry. BRIDGES: Siskiyou Sta. - "Ls & Ln" Finish concrete surfaces. Colesting - Poured rt. handrail ("Ls"). State Line - Pour curb (1/3 span #5 and 6 & 7. Strip dick and overhang forms.
THURSDAY	Crusher down for repairs. Excavating trenches and Installing surface drains. Drilling in Private Quarry. Excavating "H" & "F" Line. BRIDGES: Siskiyou Sta. - "Ls" & "Ln" Finish concrete surfaces. Colestine - Formed and poured left handrail. State Line - Formed handrail and stripped deck.
FRIDAY	Crusher down for Repairs. Excavating trenches and Installing surface drains. Pouring type C-1 inlets. Excavating "H" Line. BRIDGES: Siskiyou Sta. - Finish concrete surfaces. Colestine - Strip handrail and cure. State Line - Form handrail at spans 1 & 2.
SATURDAY	

REMARKS

Scrapers to arrive on Project early next week to start Grading in Earnest.
Crusher to be back in production next Monday Night.
Rock show to start next Tuesday.

John Quiner II, Ass't. Div. Engr. was in office and over Project on THursday.

SIGNED Jack C. McCormick, Res. Engr.
LOCATION Ashland, Oregon.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK Ending 8/13/65

SUNDAY	
MONDAY	Crusher operated 2 shifts. 2 Drills worked Quarry. Pay hauler hauled Back Fill sand ½ day. Dug trench for 12" P.M.P. "H" 530. Installing Pug Mill for Base Rock. BRIDGES: Siskiyou Sta.-Finishing concrete surfaces. Colestin O'Xing-Misc. clean-up. State Line-Poured 5½ yards concrete in hand rail. Stripping deck forms.
TUESDAY	3 Drills in quarry, 2 dozers, 988 pushed rock into crusher. Crusher only produced 3,650 tons today; broke down most of time. Bkhoe digging pipe trench 688, 737, 717. Installing Pug Mill for Base Rock. Started Base Rock 6:00 P.M. today. BRIDGES: Siskiyou Sta.-Finishing concrete Surfaces. Colestin O'Xing-misc. clean-up. State Line-Poured 7½ yards concrete in Hand Rail. Stripping deck forms & Loading out deck forms.
WEDNESDAY	Hauled Base Rock today to Ln 696+00 to 715+00. Crusher worked 2 shifts. 3 drills worked Quarry. Installed C.M.P. across Bear Canyon fill Ln Line. BRIDGES: Siskiyou Sta.-Finishing concrete surfaces & finishing scopes "A" Line. Colestin O'Xing-Misc. clean-up. State Line-Poured 6 yards in Hand Rail. Stripping & Loading out deck forms.
THURSDAY	No rock hauled today due to wet grade. Cursher worked until 5:00 P.M.. Crusher down for repairs. 3 drills worked in Quarry. Backfilled C.M.P. In Bear Can. Fill. BRIDGES: Siskiyou Sta.-Finishing concrete surfaces & finishing slopes "A" Line. Colestin O'Xing-~~Clean-up~~ No Activity. State Line-Pour 6½ yards Hand Rail. Completed stripping deck forms.
FRIDAY	Crusher down today for repairs. Put off shot in Quarry today. Hauled Base Rock Ln 696+00 to 737+00. No Earth work all week, because equipment was not available. BRIDGES: Siskiyou Sta.-Finishing concrete surfaces & finishing slopes "A" Line. Colestin O'Xing-No Activity. State Line-pour 6 yards Hand Rail; Clean-up and haul out form material.
SATURDAY	

REMARKS

92,000 Tons of 1½"-#0" Base Rock crushed to date. Crusher broke down Thursday night for week. Contractor plans to bring equip. from Calif. to start grading operation Monday.

Marvin Martin, BPR was in office and over project on Thursday.
Florien Mills, BPR was in office and over project on Thursday.
John Walker, Ass't. Const. Engr. was in office and over project on Thursday.
G. L. Decker, Ass't. Const. Engr. was in office and over project on Thursday.
L. R. Chandler, Division Engineer was in office and over project on Thursday.

SIGNED J. E. McCormick Jack C. McCormick, Res. Engr.
LOCATION Ashland, Oregon.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK Ending 8/20/65

SUNDAY	
MONDAY	Crusher down day shift, ran swing shift. Hauled Base Rock with 16 trains on Ln 737 to 810. Pipe crew installed 15" pipe on Ls line & bkfilled 753+00. Drills in quarry above crusher. No Grading, moved 3-631's & D-8 to Job today. BRIDGES: Siskiyou Sta. Inter.-Finishing "A" Line slopes, finishing concrete surf. Colestin O'Xing-No Activity. State Line-Forming & pouring Hand Rail & misc. clean-up of forms.
TUESDAY	Crusher operated 2 shifts making 1½"-#0" & 3/3"-#0" Base. 2 drills and 3 dozers in quarry. 988 feeding crusher. 4 gravel trucks hauled Base Rock to grade Ln 697 to 752; 5 trucks hauled to calif. Job. Installed 15" pipe 737+00; 12" at 748; 753, 631 scraper started grading "H" 551+00. BRIDGES: Siskiyou Sta.-Finishing slopes, finishing concrete surfaces, placing 8" dr. State Line-Forming & pouring Hand Rail, misc. clean-up of forms.
WEDNESDAY	Crusher produced only 337 tons of Base today. 8 trains hauled Base Rock Ln 678 to 755. 5,059 tons used 1-631 grubing "H" line to Ls line. Bkfilled 24" & 48" pipes Ls 743 - 754. BRIDGES: Siskiyou Sta.-Finishing concrete surfaces. Colestin O'Xing-Placing 8" drain pipe. finishing concrete surfaces. State Line-Forming & pouting Hand Rail, misc. clean-up of forms.
THURSDAY	Crushed 7,540 tons 1½" Base in two shifts today. Hauled 7,400 tons 1½" Base with 7 trains to Ln 672 - 694+00. Bkfilled 24" & 48" pipes "D" 530+00. No grading today. BRIDGES: Siskiyou Sta.-Finishing concrete surfaces and finishing slopes. Colestin O'Xing-Placing 8" drain pipe. Finishing con. surfaces. State Line-Forming and pouring Hand Rail, misc. clean-up of forms.
FRIDAY	Crushing 2-9 hour shifts hauling Base Rock XXXXX with 7 trains today Ln 678 to 768. L-30 and 631's scrapers hauled bkfill to 48" and 24" pipe "D" 530+00. No grading today. BRIDGES: Siskiyou Sta.-Finishing concrete surfaces and slopes. Colestin O'Xing-Finishing concrete surfaces. State Line-Misc. clean-up.
SATURDAY	NO ACTIVITY.

REMARKS

Rain wednesday stopped crading for the week; Pipe installation for the day. Crusher is going to run 2 - 9 hour shifts and Rock hauling to 1 - 10 hour shift, 5 day week.

L. R. Chandler, Division Engineer was in office and over project on Thursday and Friday.

SIGNED J. H. Sellards asst Res. Engr. for Jack C. McCormick, Res. Engr. LOCATION Ashland, Oregon.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK Ending 8/27/65

SUNDAY	
MONDAY	Hauled 1½" Base Rock In 772 to 813 10 hours. Bkfilled Surface Drains Ls 743 to 759. Crusher worked 2 shifts. 2 Drills worked 1 shift in quarry. BRIDGES: Siskiyou Sta.-Finishing Concrete Surfaces. Colestin-No Activity. State Line-Finishing slopes and Loading out form material.
TUESDAY	Hauled 1½" Base 10 hours, In 772 to 813. Crusher worked 2 shifts, 3½ hours on 2nd. shift due to wet material. 2 Drills in quarry worked 8 hours. Heavy Rain 4:00 P.M. BRIDGES: Siskiyou Sta.-Finishing Concrete surfaces. Colestin-No Activity. State Line-Finishing slopes and Loading out form material.
WEDNESDAY	5 Trains hauled Base Rock to In 772 to 813 for 4 Hours. Crusher operated 4 hours. Drills in quarry worked 8 hours. 3 men strutted 48" pipe. BRIDGES: Siskiyou Sta.-Finishing columns and cross beams. Colestin-No Activity. State Line-Finishing Slopes.
THURSDAY	No Rock hauled today due to wet grade. Crusher Ran 5½ hours. Pipe crew strutted 48" Pipe and Bkfilled surface drains. BRIDGES: Siskiyou Sta.-No Activity. Colestin-No Activity. State Line-Finishing Concrete Surfaces, and misc. clean-up.
FRIDAY	10 trucks hauled Base Rock to south Bound 696 to 740. North Bound to 765+00 8 Hours. Pipe crew bkfilling surface drains. Crusher operated 2 shifts. BRIDGES: Siskiyou Sta.-No Activity. Colestin-No Activity. State Line-Finishing Concrete Surfaces, and misc. clean-up.
SATURDAY	Ran rollers today. No other activity.

REMARKS

Contractor shut down Rock Haul 2:30 Friday due to wet subgrade.
Crusher is having trouble with wet material clogging screens.
Heavy Rain Tuesday at 4:00 P.M. slowed all operations.

Jack C. McCormick, Res. Engr.

SIGNED _____ LOCATION Ashland, Oregon.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

Ending 9/3/65

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

BASE ROCK

SUNDAY

MONDAY	8 Trains hauled Base Rock to Ls 693 to 739. Layed down with Blawknox 10 hours. 3 Trains hauled to Calif. Project. Installed Surface Drain in Bear Canyon fill Ls line.1-631 scraper exc. "H" line. Building detour rt. of Ls 553 - 8 hours. BRIDGES: Colestine O'Xing & Siskiyou Sta. No activity. State Line-Finishing concrete surfaces & finishing slopes.
TUESDAY	10 trains hauled Base Rock to Ls 693 to 774 9 hours. Installing Surface Drains Ls Bear Canyon. Bkhoe digging cross drains. Crusher operated 2 shifts on 1½"-#0" & 3/4"-#0" material. 2-631's scrapers exc. "H" line, hauled to detour rte of Ls 553. BRIDGES: Colestin O'Xing & Siskiyou Sta.- No Activity. State Line-Finishing concrete surfaces & finishing slopes
WEDNESDAY	9 truck trains hauled Base Rock Ls 693 to 775+00. Ran crusher 2 shifts making Base Rock. 3-631 scrapers exc. "H" line hauled to detour rt. 553+00 8 hours. Installed cross drains. BRIDGES: Colestine O'Xing & Siskiyou Sta. - No activity. State Line - Finishing concrete surfaces & finishing slopes.
THURSDAY	10 trucks trains hauled Base Rock Ls 693 to 775+00. Ran crusher 2 shifts making Basd Rock. Installed 12" surface drains in Ls fill. 3-631 scrapers exc. "H" line hauled to Random fill rt. of 553+00. Subcontractor fine grading for Reinforced ditch lining. BRIDGES: Colestine O'Xing & Siskiyou Sta. No Activity. State Line-Finishing concrete surfaces & finishing slopes.
FRIDAY	10 trucks hauling to Ls 693 to 774 and 778 to 814. Cursher operated 2 shifts, making Base Rock. Bkfilling 12" pipes Ls bear canyon. Drilling 576 for median posts. 2-631 scrapers Exc. "H" line hauling to random fill rt. of 553+00. Subcontractor fine grading for reinforced ditch lining. BRIDGES: Siskiyou Sta.-No activity. Colestine O'Xing & State Line-Contractor placing joint sealer @ State Line.
SATURDAY	Crusher making 1½"-#0" and 3/4"-#0" Base Rock. No other activity.

REMARKS

Base Rock is going good. Crusher is getting behind. Grading operation is poor and inadequate.

Florien Mills, BPR was in office on Monday and Over Project on Tuesday.
Clyde Pike, BPR was in office on Monday and Over Project on Tuesday, back in office on Wednesday.
Ted Laws, BPR was in office on Wednesday.
(Inspection in Depth).

Jack C. McCormick, Resident Engineer.

SIGNED J C McCormick LOCATION Ashland, Oregon.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
MAY 29 1968

I-5-1(56)00
6501

May 29, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Dear Mr. Simpson:

Re: Siskiyou Station-California Line
Section
Contract No. 6501, Project No. I-5-1(56)00
08-35.DR

Your May 9 response to our request for a time extension on this project requests supporting data in the form of correspondence setting forth the accessibility problem of the contractor on the subject project.

We have searched the project files and submit herewith copies of three letters dated February 25, 1965, June 1, 1965 and July 12, 1965, all from the Peter Kiewit Sons' Company, which may be pertinent to the matter now. These letters all express the contractor's concern about late completion of the prior grading sections. The last letter, particularly in the last paragraph thereof, refers to the lack of reasonable access from their crusher site to the new grade. We cannot at this time document the consideration given to the alternate haul road routing at locations other than the direct route subsequently used which reached the new grade at Station 677. There was no written instruction to the contractor to proceed on any such alternate basis, and to have done so would likely have required additional compensation to the contractor.

We believe this material reinforces the request made in our April 23, 1968 letter to you requesting your concurrence in a 72-calendar-day time extension (equivalent to 50 days liquidated damages) because of the delay in completion of the

grading work through the segment of the project which provided access to the surfacing materials source.

We respectfully ask your concurrence in such an extension.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Attachments

JAB:fw mc

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

PETER KIEWIT SONS' CO.
CONTRACTORS
ESTABLISHED 1884

MAIN OFFICE OMAHA 31, NEBR
1000 KIEWIT PLAZA

[illegible] Main Street
Medford, Oregon

ADDRESS REPLY TO

July 12, 1965

Mr. Bill Brown, [illegible] Engr.
Oregon State Highway Dept.
P. O. Box 640
Ashland, Oregon

Re: Siskiyou Stg.-Calif. Line
OSHD Contract No. 6501
PKS Siskiyou Job No. 3435

Serial Letter M-2

Dear Mr. Brown:

In reply to your letter dated 25 June 1965, I wish to advise you that on July 7, 1965 we started pave excavation on the portions of roadway on Contract No. 6501 which the Oregon State Highway Dept. has accepted. As you noted in your letter our inlet construction in these areas started prior to this date.

At this time we do not have reasonable or the anticipated access from our crusher site to those sections of roadway for our surfacing operations. Therefore, our surfacing operations will not commence until we have suitable access.

Very truly yours,

PETER KIEWIT SONS' CO.

[illegible]

[illegible]
Medford [illegible] Manager

[illegible] t
c [illegible]
.bb

June 1, 1965

Mr. Jack McCormick, Res. Engr.
Oregon State Highway Dept.
1685 Highway 66
Ashland, Oregon

Re: OSHD Contract No. 6501
Siskiyou Job No. 3435
Serial Letter V-5

Dear Sir:

Reference is made to our letter of February 25, 1965 relative to the rate of progress of other contractors on the above referenced project and to your letter of March 10, 1965 requesting a preconstruction conference.

Mr. Lee Cassels, Rod Miller and Ed Lynch met with your, Mr. Morgan, Mr. Chandler, Mr. Brown and Mr. Haller on March 30, 1965. At this meeting we set forth our schedule as well as an estimated schedule of the other contractors involved. It is now becoming more apparent that work on both the Siskiyou Station Siskiyou Summit and the Siskiyou Summit California State Line sections will not meet the completion dates set forth in our contract, nor will they meet the estimated dates we set forth in our March 30th meeting.

In the event that we are not given access to these projects on the dates set forth in our contract, we will expect additional time for completion of our contract as well as additional compensation for increased costs caused by any delay.

Yours very truly,

PETER KIEWIT SONS' CO.

Edward C. Lynch

Edward C. Lynch,
District Manager

ECL:eb
c.c. Res. Eng. (3)
c.c. Medford
c.c. Siskiyou

PETER KIEWIT SONS' CO.
CONTRACTORS

PO BOX 1777
VANCOUVER, WASHINGTON

COPY

COPY

February 25, 1965

Mr. Jack McCormick, Resident Engineer
Oregon State Highway Department
1685 Highway 66
Ashland, Oregon

Re: OSHD Contract #6501
Siskiyou Job #3435
Serial Letter V-4

Dear Sir:

Page 141 of our specifications on the above contract under "Other Work in Progress" gives completion dates for the grading work which must be completed by other contractors prior to our being able to place base rock and procede with the work under our contract.

Recent observation of the work raised grave doubt in our minds that the other contractors involved would meet their completion schedules. As you are aware our contract schedule does not allow for any delay at all if we are to complete our work on time and prior to the winter season. Therefore, any delay to us will be costly. We assume that you will take the necessary steps to make our work available to us at the proper time.

Sincerely,

PETER KIEWIT SONS' CO.

P. B. Miller,
Medford Area Manager

RB:eb

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE, Salem, Oregon 97301

DATE: May 9, 1968

In reply refer to: 08-35.DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-1(56)00
Siskiyou Station-California Line Section (6501)
Request for extension of contract time

Mr. Klaboe's letter dated April 23, 1968, requests our concurrence in granting an extension of contract time of 72 calendar days based on new evidence presented at the joint meeting, (Contractor, O.S.H.D., B.P.R.) on April 12, 1968. Our District and Area Engineers for the area involved were in attendance at that meeting.

The request is based on the premise that the haul road from the materials source and stockpile site entered the new grade at a point where the grading was still underway and that the section was not suitable for hauling even though other areas of the grade were finished and awaiting base surfacing. It was also pointed out that no other haul road would have been practical.

It is very difficult to make an after-the-fact analysis of this situation which occurred four years ago. We feel that a problem of this magnitude should have been considered and resolved at the time of occurrence.

In order for us to give proper consideration to your request for the reasons stated, and due to the untimeliness of the introduction of this new evidence, we request that you forward copies of all correspondence, diary entries or other documents that would show this problem to exist at the time and that it was so noted. At the April 12, 1968 meeting the contractor indicated that notification had been made of this problem in one of their early letters of request for additional time or compensation.

We agree that the reasons, as stated, would justify favorable consideration of an extension in time; however, we feel that supporting data must be on file in order for our office to make a factual determination.

Our review will be deferred pending receipt of further supporting data.

5-14-68

NOTED
F. B. KLABOE

RECEIVED
MAY 13 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 24 1968
BUREAU OF PUBLIC ROADS
I-5-1(56)00
6511

April 23, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Siskiyou Station-California Line Section
Contract No. 6501, Project No. I-5-1(56)00

We have communicated with you on several occasions and over an extended period of time concerning an extension of the contract time on this project. Your representatives attended a meeting with us on April 12 at which time the entire matter of the contractor's progress and the contract completion time was reviewed and discussed.

As a result of this discussion, it became apparent that one quite pertinent factor affecting the contractor's performance has not been properly considered and not adequately explained heretofore. I refer to the sequence in which the sections of grade completed under the two prior grading contracts were made available to the contractor on this contract.

These grading sections were made available in seven increments. These are listed chronologically on an attached sheet. You will note that the last section completed was from Station 634 to 705 and the date this entire section was available was September 11, 1965.

A very pertinent fact now is that the haul road from the contractor's material source and stockpiles of surfacing material reached the new grade at "Ln" 677 (at the north end of the Bear Creek fill). All the surfacing material moved onto the project at this point. We further find that this was the only reasonable and economical haul route. It was therefore of no benefit from the standpoint

of time for the surfacing contractor to have more distant sections of finished grade available, because they were not accessible. Grading operations still under way under a prior contract prevented effective hauling from the stockpiles.

We therefore believe there is justifiable reason to grant a time extension for the interval between the estimated completion dates of the prior grading and the date that practical usable sections of grade were actually made available. This would be for the period from June 30, 1965, to September 11, 1965, which is 72 calendar days amounting to 50 penalty days on this contract.

We respectfully ask your concurrence in a time extension for this period. This would not duplicate any of the time extension already approved for other reasons as they all occurred at later stages of the project.

Very truly yours.

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Attachment

cc: Forrest Cooper
R. L. Porter
C. H. Maison
F. D. Morgan
L. H. Young

JAB:fw srb

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: April 5, 1968

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-1(56)00
Siskiyou Station - California Line Section
Pacific Highway
Request for Time Extension

NOTED
F. B. KLABOE

We have received the information furnished with Mr. Klaboe's letter dated February 26, 1968 and attachments which concerns a requested 30-day extension of contract time on this project.

The record does not show that the contractor established a work schedule based on the June 30, 1965 and July 31, 1965 completion dates shown on page 141 of the project Special Provisions.

According to the records, the grading from Siskiyou Station to Siskiyou Summit was completed on or about July 25, 1965 and the grading from Siskiyou Summit to the California Line was Completed about July 31. A portion of the grading was completed as early as July 1, 1965.

The contractor placed the first base course material on August 11, 1965, some 18 days after the Siskiyou Station - Siskiyou Summit grading was complete.

It is thus apparent from the record that the actual completion dates of the two prior grading contracts played no part in determining the date placing of base course surfacing actually began. Likewise, earlier completion of grading would have had no material effect. Any argument along this line could only be valid had the contractor scheduled his work around and been ready to place base course surfacing on the advertised completion date.

In accordance with the above, we do not approve the requested time extension in determinations concerning Federal-aid participation.

copies to Young Marion

4-10-68
REFERRED TO
By Asst. State Hwy. Engr.

RECEIVED
APR - 9 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 26 1968
FOR FILING
I-5-1(56)00
6501

February 26, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Siskiyou Station-California Line Section
Contract No. 6501, Project No. I-5-1(56)00

Peter Kiewit Sons' Company has submitted a third request for time extension on this project. One reason is the basis of this request; namely, late completion of prior grading contracts. This reason has been included with others in earlier time extension considerations. Your most recent correspondence with us on this subject is dated March 17, 1967. At that time you concurred in 12 days extension based on other reasons. Even though the specifications on this project include the restrictive clause concerning an extension of time, the precedent had by then been established that extensions can be granted for valid reasons.

The situation that exists here is unique, at least in recent years. I refer to the discrepancy in estimated time of completion of the Siskiyou Summit-California Line grading contract that arose because of the late award to a second bidder. You were advised that additional time would be allowed on the Siskiyou Summit-California Line grading section by a copy of Mr. Porter's January 10, 1964, letter to the Heintz-Kizer Company which became the grading contractor on that section. This was subsequently confirmed as a formal time extension (15 calendar days on Unit 1, 30 calendar days on the entire project) which you approved under date of August 6, 1965.

The date of the Siskiyou Summit-California Line grading Contract No. 6386 (I-5-1(53)00) is January 30, 1964. The date of the Siskiyou Station-California Line surfacing contract, the subject project, is September 25, 1964, some

nine months later. Apparently due to oversight, the extended completion date on the earlier project was not shown in the Special Provisions for this project. For your convenience, a copy of Page 141 of the Special Provisions is attached. The June 30, 1965, and July 31, 1965, dates should have read July 15 and August 31 respectively.

We find it untenable to hold to the specified surfacing contract completion time in the presence of these incorrect dates. We believe an error occurred and seek your concurrence in rectifying it by granting an additional 30 calendar days for completion of this project. This would extend the specified completion date to December 12, 1965, and still leave 70 days of liquidated damages (computed on weekly workdays) amounting to $29,400.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
C. H. Maison
F. D. Morgan
L. H. Young

JAB:fw srb

Siskiyou Station-California Line Section

Extra work items are to be performed by State forces or by the contractor as the engineer may decide. If performed by the contractor, the work shall be done in accordance with the instructions of the engineer as "extra work" and will be paid for either (a) on the force account basis set forth in the standard specifications or (b) at a price to be agreed upon between the contractor and the engineer prior to commencement of the work. Whether the work is to be performed under (a) or (b), above, shall be as the engineer may decide.

Right Reserved to Omit Part of Work:

The contractor is advised that the State reserves the right to omit any part of or all of the following work:

1. Salvage portable barricades.
2. Salvage and reinstall Type 2 barricade.

If during the progress of the work under the contract, the State does omit any part of or the whole of the construction of said items, it shall not be cause for claim as a material change affecting payment for the remaining portion of the work to be performed under the project.

Other Work in Progress:

The contractor is advised that grading and paving contracts are in force through and adjacent to this project as follows:

Project	Estimated Completion Date
Siskiyou Station-Siskiyou Summit, Grading	May 1, 1965
Siskiyou Summit-Calif. Line, Grading	(Sta. 634+00 to Sta. 698+25 (June 30, 1965 (Entire Project July 31, 1965
Wall Creek-Siskiyou Station, Grading, Paving, Structure and Signing	October 31, 1965

Noncompletion of work by the other contractors will not, however, relieve the contractor on this project of his obligations to entirely complete all work specified to be done under this contract. Neither will such noncompletion entitle him to extra compensation of any kind.

RECEIVED
NOV 22 1967

I-5-1(56)0(
6501

November 22, 1967

Frohnmayer, Lowry and Deatherage
Attorneys at Law
39 South Central
Medford, Oregon 97501

Attention: Mr. L. A. Merryman

Gentlemen:

Your letter of November 14 to the Bureau of Public Roads has been referred to this office for reply, and in today's mail we received your letter of November 21.

We have two contracts on Interstate 5 in the area immediately north of the California border. Since we are not sure which one you want, the description of the contracts is as follows:

Contract No. 6386
R. A. Heints Construction Co.,
Ray Kizer Construction Co. and
Kizer Equipment Company
Grading the Siskiyou Summit-
California Line Section of the
Pacific Highway in Jackson County

Contract No. 6501
Peter Kiewit Sons' Company
Grading, paving, structures and
signing on the Siskiyou Station-
California Line Section of the
Pacific Highway in Jackson County

If you would like a copy of either contract, just let us know. It will be necessary, however, to xerox the contract and there is a standard charge of five cents a page. Contract No. 6386 contains 109 pages and Contract No. 6501 contains 258 pages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FKN:lmr

L. Lowry

477 Cottage Street NE.
Salem, Oregon 97301

November 17, 1967

08-35-EC/335

Frohnmayer, Lowry, and Deatherage
Attorneys at Law
39 South Central
Medford, Oregon 97501

Attention: Mr. L. A. Merryman

Gentlemen:

Bureau of Public Roads' contracts have not included any portion of Interstate 5 adjacent to the California State line. These highway contracts were awarded by the Oregon State Highway Department.

We are transmitting a copy of your November 14 letter to the Highway Commission Secretary for his action. It would appear that Project I-5-1(53)00 (grading) or I-5-1(56)00 (paving) on the Siskiyou Station - California State Line Section would be those applicable to your request.

#6501

#6386

Very truly yours,
Original signed by
A. W. Parsons

A. W. Parsons
Division Engineer

FROHNMAYER, LOWRY & DEATHERAGE
ATTORNEYS AT LAW
COOLEY THEATRE BUILDING
39 SOUTH CENTRAL
MEDFORD, OREGON 97501

OTTO J. FROHNMAYER
PHILIP S. LOWRY
W. V. DEATHERAGE
L. A. MERRYMAN

TELEPHONE
AREA CODE 503
773-6425

November 14, 1967

Bureau of Public Roads
Oregon Division Office
477 Cottage Street, N. E.
Salem, Oregon 97301

Gentlemen:

We would like to obtain a copy of the contract between the Bureau of Public Roads and the prime contractor covering Interstate 5 in the area immediately north of the California border. Will you please advise us what office we must contact or what procedure we must follow to obtain a copy of the contract.

Very truly yours,

FROHNMAYER, LOWRY & DEATHERAGE

By L A Merryman

LAM:at

FROHNMAYER, LOWRY & DEATHERAGE
ATTORNEYS AT LAW
COOLEY THEATRE BUILDING
39 SOUTH CENTRAL
MEDFORD, OREGON 97501

OTTO J. FROHNMAYER
PHILIP B. LOWRY
W. V. DEATHERAGE
L. A. MERRYMAN

TELEPHONE
AREA CODE 503
773-8425

November 21, 1967

Oregon State Highway Department
Salem,
Oregon 97310

Gentlemen:

We understand that the section of Interstate Highway adjacent to the California State Line was awarded to you.

We would like a copy of the contract between yourself and the contractor who actually did the work relating to the grading of the section immediately north of the California Line. If there is any further information you need please advise us. If there is any charge for a copy of that contract please let us know.

Very truly yours,

FROHNMAYER, LOWRY & DEATHERAGE

By

LAM:at

Contract 6386

RECEIVED
JUN 28 1967
FORM E-30 SOM 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 26, 1967

SUBJECT: Our File CLC-66-106
Date of Accident: 5/29/66
Siskiyou Interchange
Mr. Harpole, Claimant

To: Mr. R. L. Porter
Deputy State Highway Engineer

Building

FILED
R. L. PORTER

Attached please find the first complete report on an accident in a construction area, which happened May 29, 1966. This is the first full report we have had of the accident and we have forwarded it with some other material and a map of the area to our insurance carrier. Because of the fact that the accident is over a year old, we may encounter considerable difficulty in getting our insurance carrier to defend this case if highway personnel are involved, or, if they do defend the case, to pay any judgment that may be entered.

The claimant's attorney has indicated that he will very likely name state highway employees when the lawsuit is filed.

As you can see from the circumstances of this accident, it is extremely important that all accidents in a construction area be reported to our insurance carrier and the legal section in order that the insurance company may have time to adequately investigate the circumstances prior to the filing of a lawsuit.

Jack L. Sollis

JACK L. SOLLIS
Staff Attorney

JLS:ja
Attachment

cc: Tom Edwards
F. B. Klaboe
E. S. Hunter
G. E. Rohde
Frank C. McKinney

RECEIVED
JUN 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 EDN 9-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon
June 22, 1967

RECEIVED
JUN 26 1967
HIGHWAY

SUBJECT: Accident Siskiyou Interchange
Bernard Patrick Harpole

To: Frank McKinney
Attorney

Regarding Bernard Patrick Harpole accident on the Siskiyou Interchange, the following information is submitted:

Shortly after the opening of the north bound lane to two way traffic over the Siskiyous on December 21, 1965, we began having problems with north-bound traffic following our snow plows and sanders when they turned off at the Siskiyou Interchange during heavy snow storms. Three zebra board type barricades were installed starting near the overpass structure and extending towards the gore point, These barricades served to force traffic into their proper lane. No further report of traffic problems experienced after the barricades were installed until May 29, 1966. On May 26, 1966, this writer inspected the Siskiyou area for any defects, signing or conditions that might create problems to the holiday traffic. Notes from my diary indicate that all signing, center line striping to be in order. It was noted that the barricades at the California line interchange had been stacked in a neat pile; however, no problem was anticipated as the highway was on tangent with good visibility. The contractor was working at the Siskiyou Interchange installing guard rail from the structure and along the off ramp. No mention of the zebra board barricades at this location was made in my diary, and I do not recall if they were in place. At 8:20 a. m. on May 30th, Sgt. Brindle of the Oregon State Police called me at home and informed me that two accidents had occurred at the interchange off ramp: one on May 29th resulting in very serious injuries and one on May 30th with minor injuries and extensive vehicle damage (Harpole). I proceeded immediately to the interchange and found that the three zebra board barricades Maintenance had placed during the winter had been removed by parties unknown and were laying on the fill slope. Guard rail posts (no rails) had been installed from the structure extending to and around the off ramp an unmeasured distance. A State Policeman, name unknown, and myself, replaced the zebra board barricades, and I installed plastic dots and cones on a temporary

basis. The following day, additional plastic dots were placed every 10 feet in standard location in the interchange. The painted chevrons and fog line strip were refurbished and two large 48 inch SLOW signs installed approaching the interchange. Particular attention to the striping was noted and the traffic viewed for 2½ hours on the 30th. The center line strip was bright. The fog line, or shoulder strip, was judged to be in good condition as were the standard chevron markings at the gore point. Traffic at the time did not seem to be experiencing any particular difficulties.

Conclusions made: Those vehicles traveling in the proper lane experienced no difficulty; those vehicles traveling on the shoulder and out of their proper lane, suddenly found themselves in the wide expanse of the pavement at the off ramp, and took the off ramp instead of the proper lane. The zebra board barricades force these vehicles from the wide area and into the proper lane. These accidents occurred in a construction area, under contract, and under the supervision of a Resident Engineer; therefore, no report was filed by this office. The local State Police office did not furnish a copy of the Accident Report, and requested that you obtain a copy from their Salem headquarters. The following information on their filing system is as listed:

Operator's Name	Harpole, Bernard Patrick, Jr.
Date Occurred	May 29, 1966
Name of Investigating Officer	". E. Griffin, P. F. C.
Date of Report	June 2, 1966
Occurred	I-5 MP 313.6

R. L. Hammert
Dist. Maint. Supt.

RLL:flk

CC: L. R. Chandler

RECEIVED
JUN 23 1967
FOR FILING

June 23, 1967

The Aetna Casualty & Surety Company
Bond Department
400 Century Tower
Portland, Oregon 97205

Gentlemen:

A second post-final payment for $1,346.72 will be made to Peter Kiewit Sons' Company on Contract No.6501 for grading, paving, signing and structures on the Siskiyou Station-California Line Section of the Pacific Highway in Jackson County, as soon as the warrant is prepared.

The total amount paid on this contract will be $2,584,005.42, including the post-final payment. Of the total $50,467.08 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Peter Kiewit Sons' Company
711 E. Main Street
Medford, Oregon

Portland Service Department
400 Century Tower
Portland 4, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
JUN 16 1967
FOR FILING
NOTED R. L. PORTER
I 5-1(4)(1)
6-11

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 14, 1967

SUBJECT: Harpole Accident
May 29, 1966
Siskiyou Interchange

To: Alan H. Johansen
Staff Attorney

Office

On June 5th I received a telephone call from Ron Legg of Peter Kiewit & Sons who informed me that the above named individual was making a claim against his company as a result of a single car accident which occurred May 29, 1966, in the northbound lane of the Siskiyou Summit during the period of construction.

As I understand the situation, the traffic was detoured by using the northbound lane for two way traffic. For some reason instead of cars following the northbound lane they were inclined to follow the right side of the lane which led them off the highway at the interchange. It appears that if cars were going too fast while negotiating the offramp they would skid off the road. According to Mr. Legg this is what happened to the above individual.

Mr. Legg was calling to obtain our records on the signing for the detour which he claims was our sole responsibility. He claimed Peter Kiewit was to do the permanent signing but that the state did all the temporary signing for the detour.

I subsequently talked to Bob Lammert, District Maintenance Superintendent at Medford, who informed me that we did the detour signing and that we were aware that cars appeared to turn off at the Siskiyou Interchange. Lammert claimed that in order to remedy this we erected three, striped, portable barriers to guide cars. He was unaware of the accident until after it occurred. He claimed the barriers were in place on May 27th or 28th. After he was advised of the accident he went to the scene on May 30th and found the barriers down. He does not know who removed the barriers, but was of the opinion they were removed by the contractor or subcontractor while in the process of putting up guard rails. Mr. Lammert will put his statements

in writing and forward them to us, although as of this date we have not received the same. You might wish to telephone him and jog his memory.

On June 7th I talked to Mr. Jack McCormick who was Resident Engineer on the job. He likewise agreed we did the temporary signing on the two way northbound lane and specifically mentioned the crosshatched barriers. He also stated he knew the contractor took down the barriers from time to time to do guard rail work. Attached is a letter from Mr. McCormick and a copy of the temporary signing map. You will need some engineering assistance to unravel the map.

On June 12 I received a call from Steve Stephens who is the District Safety Agent for Peter Kiewit. He informed me their insurance company and attorney were pressing him strongly for our signing plans to contest the claim. I informed him we had requested the same from the field and would advise him if and when they would be available. Mr. Stephens stated the contractor quit work on Friday, May 27th, and did not return to work until May 31st, since this was the Memorial Day weekend. They were unaware of the accident until May 31st.

Would you please investigate this matter as best you can and discuss the same with our insurance carrier as to whether they desire to make the signing plan available to Peter Kiewit. If they desire to do so then you should advise Mr. Stephens, c/o Peter Kiewit & Sons, P. O. Box 1777, Vancouver, Washington, telephone 693-1478. I understand Kiewits' carrier is Aetna Casualty and that the matter is being handled by a Mr. Hoffman or Bud Fields.

Inasmuch as both of Kiewit's agents strongly insist the state was responsible for the temporary detour signing, I feel sure they will immediately pass the buck to the state once they have the plan. If you desire any further assistance, please inform me.

Since over a year has passed since the accident and we were only recently advised of its occurrence, we may have a problem with the insurance carrier.

FCMcK:ks
cc: R. L. Porter
F. B. Klaboe
F. D. Morgan

RECEIVED
JUN 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FRANK C. McKINNEY
Assistant Counsel

RECEIVED
JUN 15 1967
FOR FILING

6501

Salem, Oregon
June 14, 1967

Request re Contract No. 6360

Mr. Frank McKinney
Assistant Counsel

BUILDING

Attached is a copy of a letter from Mr. John L. Flynn requesting records concerning blasting operations on Contract No. 6360 awarded to Slate-Hall.

This letter is being referred to you for a reply as, in my recollection, I believe there has been some prior controversy between Mr. Claude J. Miller and the contractors.

At Mr. Flynn's request, copies of Contract Nos. 6360 and 6501 have been sent to him.

Floyd Query, Secretary

FQ:gc

cc: Mr. John L. Flynn, Lawyer
184 East Main Street
Ashland, Oregon 97520

June 14, 1967

Mr. John L. Flynn, Lawyer
184 East Main Street
Ashland, Oregon 97520

Dear Mr. Flynn:

Attached is a copy of a letter which I have written to Mr. Frank McKinney, Assistant Chief Counsel, concerning your request for records pertaining to Claude Miller's blasting damage claim on Contract No. 6360.

As you will note, I have asked Mr. McKinney to reply to you direct. Attached also is your blank check which you left with us a few days ago to cover the cost of providing records.

If this material is provided and a charge is involved, we can bill you for it later.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:gc

JOHN L. FLYNN
LAWYER
184 EAST MAIN STREET
ASHLAND, OREGON 97520
TELEPHONE 482-4181

June 13, 1967

Mr. Floyd Head, Assistant Secretary
Oregon State Highway Commission
State Highway Office Building
Salem, Oregon 97310

Re: Contracts for Construction of Interstate Highway 5 -
No. 6360 - Slate-Hall
No. 6501 - Peter Kiewit Sons' Co.

Dear Mr. Head:

Yesterday, while in your office, you may recall, I discussed the records of blasting of the above-named Contractors or persons acting as their agents under the terms of the above contracts. At that time, I left a check payable to the State Highway Commission for a sum not in excess of $50.00 and requested that I be furnished with a record of the blasting done in construction, with the provisions of the contracts.

I am informed by my client, Mr. Claude J. Miller, that the blasting which caused the damage to his property was done under the Slate-Hall contract by either Lininger & Sons or perhaps by Heinz & Kaiser, sub-contractors.

I shall appreciate your furnishing me with a complete copy of your records, including the extent of blasting, date of such blasting operation, time of blast and the names of all the contractors or sub-contractors who conducted blasting operations in connection with the performance of Contract No. 6360 during the period from the date of the awarding of the contract during November, 1963, to the completion thereof on May 1, 1965.

I would like to take this opportunity to thank you for your cooperation in furnishing me with a copy of the records previously requested and for your cooperation in connection with the information requested herein.

Respectfully,

John Flynn

RECEIVED
JUN 14 1967
OREGON
STATE HIGHWAY COMMISSION

JLF/hlt

cc Mr. Claude J. Miller

RECEIVED
JUN 14 1967
FOR FILING

6201

June 9, 1967

Mr. John L. Flynn, Lawyer
184 East Main Street
Ashland, Oregon 97520

Dear Mr. Flynn:

In yesterday's mail we received your letter requesting copies of Contracts Nos. 6360 and 6501 and your enclosed check in the amount of $18.50 covering the cost of such copies.

Enclosed are copies of these contracts as we have them. As requested, we have not prepared copies of the separate plans and specifications.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Enclosures

Chk #057 — 18.50

sent check to Acct. Div. 6/12/67 CH.

JOHN L. FLYNN
LAWYER
184 EAST MAIN STREET
ASHLAND, OREGON 97520
TELEPHONE 482-4181

June 7, 1967

Floyd Query, Secretary
Oregon State Highway Commission
State Highway Office Building
Salem, Oregon 97310

Dear Mr. Query:

Thank you for your response to my letter of May 2, 1967, in which I requested copy of State Highway Commission Contract No. 6360 with Slate-Hall and State Highway Commission Contract No. 6501 made with Peter Kiewit Sons.

Enclosed is my check in the amount of $18.50 covering the cost of such copies as per your letter of May 3.

Thank you for your cooperation in this matter.

Respectfully,

John Flynn

JLF/hlt
Encl. - Check

NOTED
FLOYD QUERY

RECEIVED
JUN 8 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 5 - 1967
FOR FILING

June 5, 1967

Mr. John L. Flynn
Lawyer
184 East Main Street
Ashland, Oregon 97520

Dear Mr. Flynn:

About a month ago, we wrote to you concerning charges for copies of our Contract Nos. 6360 and 6501 with Slate-Hall and Peter Kiewit Sons, respectively.

As we have not heard from you, it is assumed that the copies are not needed. If we are wrong in this assumption, please let us know and we will get them for you.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:gc

JOHN L. FLYNN
LAWYER
184 EAST MAIN STREET
ASHLAND, OREGON 97520
TELEPHONE 482-4181

May 3, 1967

Secretary
State Highway Commission
Oregon State Highway Office Building
Salem, Oregon 97310

Sir:

Yesterday, I wrote requesting copy of Contract No. 6360 made between the State Highway Commission and Slate-Hall and copy of Contract No. 6501 made between the State Highway Commission and Peter Kiewit Sons.

In the event you are prepared to furnish a copy of such Contracts, I shall appreciate your omitting all that portion of the Contract relating to plans, specifications, etc., because I am interested in only the general provisions.

Respectfully,

John Flynn

JLF/hlt

OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 4 - 1967

6501

May 4, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Federal-Aid Project Acceptance
Project No. I-5-1(56)00

Dear Sir:

Your August 8, 1966, endorsement noted that contract work on Contract No. 6501, Siskiyou Sta.-California Line Section in Jackson County, Federal-Aid Project No. I-5-1(56)00, was satisfactory. The State Highway Commission authorized acceptance of the contract as of March 1, 1967.

Attached or listed below are the data necessary for your acceptance of the project.

All participating work under State Force Order (including the establishment period) by State Forces, or others, was completed January, 1967.

Contractor's wage certification is dated Feb. 17, 1967.

Attachments are as follows:

Materials Report, FR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Monthly Project Cost Report (R-256)
Construction Engineer's Statement
Narrative Report

Your acceptance of the project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

JK:jb

cc: C. M. Maison
F. D. Morgan
R. N. Chase

RECEIVED
MAY 3 - 1967
FOR FILING
I-5-1(24)00
6511

May 3, 1967

The Aetna Casualty & Surety Company
Bond Department
400 Century Tower
Portland, Oregon 97205

Gentlemen:

A post-final payment for $12,180.00 will be made to Peter Kiewit Sons' Co. on Contract No. 6501 for grading, paving, structures, and signing on the Siskiyou Station-California Line Section of the Pacific Highway in Jackson County, as soon as the warrant is prepared.

The total amount paid on this contract will be $2,382,658.70, including the post-final payment. Of the total $50,467.08 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win

cc Peter Kiewit Sons' Co.
711 E. Main Street
Medford, Oregon

bc C. H. Maison
Attn: John Herr

RECEIVED
JUN 3 - 1967
FOR FILING

I-5-1 (C-) CC
6501

3H-5

April 26, 1967

Peter Kiewit Sons' Co.
711 E. Main Street
Medford, Oregon

Gentlemen:

The State Highway Commission at its meeting on April 25, 1967, considered your request for an extension of time on Contract No. 6501 on the Ashland-California Line section of the Pacific Highway in Jackson County.

After considering the recommendation of the Engineer and other available information, the Commission approved an extension of the completion date from October 1, 1965, to November 12, 1965, without assessment of liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

mln

cc L. R. Chandler
Bill Brown
L. H. Young
F. D. Morgan
C. H. Nelson
Federal Hwy. Administration

RECEIVED
APR 7 - 1967
FOR FILING
2-5-1(5A) AD
Fred W. Hill, Member
Helix 6501

April 5, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 5
April 25, 1967 meeting

Gentlemen:

Peter Kiewit Sons' Company, contractor on the Siskiyou Station-California Line Section of the Pacific Highway in Jackson County, Contract No. 6501, has requested an extension of 111 workdays which would extend the completion date to July 28, 1966. The contractor's request is based on delays in the completion of prior grading contracts in the immediate area; work added to the project by extra work order and price agreement; overruns in pipe, asphaltic concrete and crushed aggregate, and adverse weather conditions.

The Kiewit contract included surfacing and paving of grade constructed under separate contracts.

The two prior grading contracts were completed to final acceptance later than the estimated dates set forth in the specifications for the subject project. However, segments of the grade were actually completed and available for surfacing by this contractor earlier than the estimated dates and this contractor delayed starting surfacing work for approximately three weeks after all the grade was available. Due to this unnecessary delay, no extension of time is recommended on this part of the request.

Additional work added to the contract by extra work order and price agreement covered extensions of drains at bridge columns, replacement of damaged guardrail, slide removal, installation of additional perforated pipe, adjustment of catch inlets, modification of guardrail and additional depth of plant mix bituminous base. This work, not anticipated, justifies an extension of 20 penalty days.

The overrun in culvert material was not substantial, but the overrun in perforated drain pipe was and justifies an

extension of 1 penalty day. The overrun in asphaltic concrete was substantial and changed the character of the work involving importation of aggregates from a new source. An extension of 7 penalty days is justified. The overrun in other crushed aggregate was less than 1 percent and no time is recommended.

The contractor's request for consideration due to adverse weather conditions cannot be justified. This time is adequately covered by the stop work period which was in effect from December 23, 1965, to May 2, 1966.

At the December 19, 1966 meeting you approved an extension for the time covered by the above mentioned stop work period. I recommend that the specified completion date be advanced to November 12, 1965. This will reduce the liquidated damages to $37,380.00. This is a Federal Aid Interstate project and we have the Bureau of Public Roads' concurrence for the time recommended, with the exception of two days which were attributed to nonparticipating work. This project was completed on July 28, 1966.

This matter will be on the agenda for your consideration at the April 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
L. R. Chandler

JAS-DES:nn jw

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6501 Contractor Peter Kiewit Sons' Co.

Highway Pacific Highway

Section Siskiyou Station - California Line

Kind of Work Grading, Paving, Structure and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Additional work added to the contract by Extra Work Order and Price Agreement justifies 20 penalty days. Overrun in perforated drain pipe justifies 1 penalty day. Overrun in asphaltic concrete justifies 7 penalty days.

Recommended for Approval:

John Adams Jr. Asst.
Division Engineer

W. Lee D. Baade for
Construction Engineer or Bridge Engineer

B K Klabre
Assistant State Highway Engineer

Contract No. 6501

Project designation I-5-1(56)00 State-Federal

Date awarded September 5, 1964

Work started October 12, 1964

Per cent completed 100%/July 28, 1966 Date

Orig. Completion Date-October 1, 1965

~~No. of Workdays Allowed~~

~~No. of Workdays Used~~

Request Extension to Nov. 12, 1965

~~No. of Added Workdays Requested~~

E—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 17, 66

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ..... days to ..... days, within which to complete our Contract No. ....., without the assessment of liquidated damages. The said contract is described as follows:

Oct. 1, 1965 — Oct. 111 work days — 6.01 — Siskiyou Station — California

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Since no answer has been received on our Request for additional workdays, dated September 21,1965, this request will incorporate the details of the earlier request. Therefore this request is the complete request for this contract. This request for time extension is in addition to any extensions granted previously in any price agreements or extra work orders. The workdays requested are as defined in the Supplemental General Provisions, Issue of July 1, 1963, pages 6, 7, 8, of the contract.

Respectfully submitted,

Peter Kiewit Sons' Co.
Contractor

By R. L. Legg Medford Area Manager
R. L. Legg Medford Area Manager

CONSENT OF SURETY

Date October 18, 1966

We, THE AETNA CASUALTY AND SURETY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact Kenneth C. Kraig

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6501 Contractor Peter Kiewit Sons' Co.

Highway Pacific Highway

Section Siskiyou Station - California Line

Kind of Work Grading, Paving, Structure, and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Additional work added to the contract by Extra Work Order and Price Agreement justifies 20 penalty days. Overrun in perforated drain pipe justifies 1 penalty day. Overrun in asphaltic concrete justifies 7 penalty days.

Recommended for Approval:

John Aug...
Asst. Division Engineer

Construction Engineer or Bridge Engineer

B K Laboe
Assistant State Highway Engineer

Contract No. 6501

Project designation I-5-1(56)00 State-Federal

Date awarded September 5, 1964

Work started October 12, 1964

Per cent completed 100% / July 28, 1966 Date

Spec. Completion Date-October 1, 1965

~~No. of Workdays Allowed~~

~~No. of Workdays Used~~ ~~No. chargeable days~~

Request Extension to Nov. 12, 1965

~~No. of Added Workdays Requested~~

E—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 17, 1966

Gentlemen:

We, the undersigned, respectfully request an ~~increase~~ extension in the ~~number of workdays~~ completion date by from Oct. 1, 1965 days to 111 work days, within which to complete our Contract No. 6501, without the assessment of liquidated damages. The said contract is described as follows: Siskiyou Station California Line, Grading, Paving, Structures, and Signing.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Since no answer has been received on our Request For Additional Workdays, dated September 21,1965, this request will incorporate the details of the earlier request. Therefore this request is the complete request for this contract. This request for time extension is in addition to any extensions granted previously in any Price Agreements or Extra Work Orders. The workdays requested are as defined in the Supplemental General Provisions, Issue of July 1, 1963, pages 6, 7, 8, of the contract.

Respectfully submitted,

Peter Kiewit Sons' Co.
Contractor

By R. L. Legg Medford Area Manager
R. L. Legg, Medford Area Manager

CONSENT OF SURETY

Date October 18, 1966

We, THE ÆTNA CASUALTY AND SURETY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Kenneth C. Kraig
Attorney-in-fact Kenneth C. Kraig

(SEAL)

Robert H. Clark
Resident Agent

Form CO-121 (11-63) (Prom. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Routing: Morgan, Docker, Barbee, Morelock, Wills, Litchfield, Olson

RECEIVED
MAR 20 1967
CONSTRUCTION DIVISION

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 17, 1967

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon I-5-1(56)00
Siskiyou Station - California Line Section
Pacific Highway
Request for time extension

Your letter dated March 14, 1967, by Mr. Klaboe, requests our concurrence in an extension of contract time in establishing a revised completion date of December 13, 1965, with respect to Federal participation.

1. This section of your letter requests reconsideration of a 30-day extension previously requested by Mr. Klaboe's letter of October 25, 1965. We reiterate the comments as stated in our November 5, 1965 memorandum which relates that our records indicate placing of base surfacing on the subject project began on or about August 11, 1965, some 18 days subsequent to the date that grading was completed from Siskiyou Station to the Summit and 10 or 11 days subsequent to completion of grading on the lower portion of the Summit - State Line Section.

It is then, very evident that roughly 4 1/2 miles of the project was available to the surfacing contractor well enough in advance of his actual placing operations to have assured reasonable continuity of placement at an earlier date and it is not apparent that completion of any portion of the grading at an earlier date would have made any material difference in the time when placement of base surfacing actually began.

NOTED
F. B. KLABOE

As previously stated, we do not concur in your recommendation to grant an extension for the reasons given.

2. Due to the late date of Extra Work Order No. 10, we concur in the proposed 4-day extension for the reasons stated.

3. Based on Articles 3.2 and 4.2 of the Standard Specifications (1954) we do not concur in the recommended 4-day extension based on 15 percent overrun in perforated drain pipe. The character of this work (with

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

the exception of EWO No. 8 which is covered in a subsequent section of Mr. Klaboe's March 14, 1967 letter) was not changed from that covered by the contract items as further evidenced by the lack of price adjustment considerations at the time. The overrun did cause an increase in project cost amounting to approximately $3,000.00 which would proportionately justify a fraction of a day; on that basis, we concur in the granting of a 1-day extension.

4. We concur in your recommended 7-day extension of time for the reasons stated, as further supported by the conditions surrounding Price Agreement No. 21.

5. We concur in your determination that no time be granted for the minor overrun in crushed aggregate materials other than paving aggregate.

6. You recommend an 8-day extension based on conditions surrounding Extra Work Orders Nos. 5 through 9. As stated in Mr. Klaboe's letter, we cannot concur in extensions based on Extra Work Orders Nos. 5 and 7 due to our nonparticipation therein. We do concur in the granting of a 6-day extension based on the work covered under Nos. 6, 8, and 9, even though our participation in No. 8 was limited. In addition to the reasons presented in your letter, our concurrence is based on work resulting from winter conditions beyond the contractor's control during the unanticipated second season of work which required the return to the project of specialized equipment and materials.

7. We concur in your recommended 1-day extension based on Price Agreement No. 19. Price Agreement No. 20 is not considered to be a valid reason for extension with respect to Federal participation since we did not concur in the early opening to traffic. Price Agreement No. 20 is nonparticipating.

8. We agree with your recommendation that no time be allowed for the cited adverse weather conditions since this was presumably covered by the "stop work" period for which a previous extension has been approved.

9. Our memorandum dated November 5, 1965 proclaimed our concurrence in a recommended 7-day extension as properly included as a provision of Price Agreement No. 5. Our memorandum dated December 13, 1966 indicated our approval of a 90-day extension relieving the contractor of liquidated damages during the stop work period between December 24, 1965 and May 2, 1966.

(more)

Since your March 14, 1967 letter and previous correspondence with the contractor indicate that you have chosen to consider the stop work period individually rather than applicable to completion date adjustments, please be advised that the reference made to a revised completion date of February 8, 1966, in our December 13, 1966 memorandum is hereby voided and the extension therein approved is considered applicable to the period between December 24, 1965 and May 2, 1966.

Based on this concept, Federal participation will be based on a revised completion date of November 9, 1965, with liquidated damages being charged between that date and December 24, 1965, and between May 2, 1966 and July 28, 1966 - the actual completion date.

It is noted that several of the individual reasons for extension involve Extra Work Orders and Price Agreements. We would prefer to give consideration to these time factors at the time the EWO or PA is prepared. This would enable a factual appraisal of conditions existing at the time the work is required and would give the contractor the opportunity to negotiate and agree to additional time coincidentally with the associated work.

In attempting to justify extensions in cases such as this, it is, as you know, very difficult to ascertain exactly what effect a given overrun, Extra Work Order, or Price Agreement has, or should have had, on the completion date of work. It does, in fact, constitute an after-the-fact evaluation of the criteria. The effect of a given change is studied after the agreed price is offered, the work done, and the project completed whereby the actual day-to-day progress of the contractor and the apparent effect upon it by the change is taken into account. To the contractor's advantage, this effect may not be that anticipated by the contractor and taken into account by him when he quoted the agreed price. In other words, by evaluating the situation at a later date, we lose the "agreed price - agreed time" dependency which the contractor undoubtedly considered in quoting his agreed price.

We find, on our own Direct Federal projects, that allowing specific additional time for doing extra work in change orders is more equitable because the extra work and extra time are mutually agreed upon before the work is performed. The contractor is fully aware of his time allowance, and since he has agreed to that allowance, there is little likelihood he will claim extra time for that work at a later date unless he feels that the extra work differed in character from

(more)

that which he agreed to perform. In effect, this places the "Extra Work" agreement in the same status as the original contract agreement.

We strongly recommend that further consideration be given to adopting such a procedure in future contract procedures.

RECEIVED
JAN 21 1957
OFFICE OF
STATE HIGHWAY ENGINEER

Request for an Increase in the Number of Workdays for Siskiyou Station-California Line OSHD Contract No. 6501

(1) The estimated completion date as set forth in the Contract for the Siskiyou Summit-California Line, Grading (Sta 643+00 to Sta 698+28) was June 30,1965. Actual completion was September 11,1965, or 50 workdays later. The estimated completion date for Siskiyou Station Siskiyou Summit, Grading was May 1,1965. Actual completion was July 22,1965, or 57 workdays later, and approximately 20,000 cubic yards of embankment was not completed on this project, which we performed under Price Agreement No. 2.

On February 25, March 10, and June 1, 1965, we notified the State of Oregon that at the present progress on these two projects mentioned above, the scheduled completion dates would not be met, and that if immediate action was not taked to correct this, we would be delayed in the performance of our Contract. Knowing of this delay when we moved in our crusher, we performed the setup on an 8 hours per day, 5 days per week operation. We could have performed the setting up in a 6 day-9hour shift operation in order to meet the original estimated dates, but then we would have had to shut down and wait for the grade to be ready. After the grade was turned over, we could not start immediately to lay rock because most of the grade required the staking and installation of drainage pipes in the roadbed. After the drainage was installed, we commenced the base laydown. Because the South end was turned over first, we were required to lay rock there first, instead of a start to the North as anticipated by the Contract. The grade to the North is a colder and wetter area, and in an area where the weather shuts work down at an earlier date than the area to the South. Also the North section of the project was the last section completed by us, due basically to it being the last instead of the first area available, the first area shut down in the winter, and the last area to begin work in the Spring.

As stated earlier, two sections were completed 50 and 57 workdays later than the Contract stated. Sections of the completed grade were made available to us as they were completed, which is in accordance with the "Cooperation With Other Contractors" section of the Specifications. At the time of bidding this job, we anticipated that the grade would be made available a section at a time and not the entire section turned over on May 1,1965,

or June 30,1965, because 2 to 5 mile jobs are finished a parcel at a time, not in one lump sum. Completion of a job is in sections. Then in accordance with the "Cooperation With Other Contractors" section of the Specifications, these partial sections would be made available upon completion.

Therefore assuming no changes were made in the procedure of performing these projects due to an on-time or a late completion, these partial sections were made available to us at the same time in relation to the final completion of the projects as we would have had if the jobs were completed on time. Therefore these partial sections were turned over 57 workdays late, and our operations were delayed 57 workdays. Therefore we request a 57 workday extension in time.

(2) We completed all contract work on July 24,1966, and notified the State of this completion by letter. On July 25, 26, 27, and 28, our forces worked solely on F.A. #10, not original contract items, but we were charged workdays for these four days. Therefore we request an additional 4 workdays.

(3) Pipe Overrun. The original quantity of all pipe items was 30292 lf. The present quantity of pipe installed is 31535 lf or an overrun of 1243 lf (4.1%). The original quantity for PMP pipe was 15690 lf, and the installed quantity is 18104 lf or an overrun of 2414 lf (15.%). Based on an average daily production of 300 lf/day, we request an additional 4 workdays.

(4) Asphaltic Concrete Mix Overrun. On June 14, 1966, the asphaltic concrete mix overran the plan quantity plus P.A. quantities. We paved on June 15, 16, 17, 20, 21, 22, 23, 24, 27, 28, and 29, after we had reached the plan quantity. Therefore we request an additional 11 days for the time required to produce and lay this overrun.

(5) Crushed Materials Overrun. Below is listed the various sizes, plan quantity, and actual quantity of the aggregates. This does not include an asphaltic concrete mix quantities, which are listed separate in Item 4 above.

	Original + P.A.	Actual
1½"-0	338,400	336,990.00
¾"-0	19,725	22,370.73
Bit. Base	45,600	44,952.35
Reject	2,218	4,560.76
	405,943	408,873.84

Therefore the crushed materials overran 2930.84 tons. Since the overrun is in the aggregate sizes which have a low laydown production, we request 2 additional days.

(6) Request For Additional Workdays Based on the Performance of Extra Work Orders

The basis for computing the number of workdays requested in this section is as follows. On X-day we performed force account work and used 10 men for a shift to perform the work. Also on that day, we had a total of 50 production men working a shift, including the force account personel, but excluding the overhead and maintenance people. Then for that day 10/50 or 20% of our work and people were utilized on force account. This is 20% of a day our forces were performing force account work when they could and should have been performing contract work. Based on this, we would request 20% or 0.2 workday increase. Also on days when men only worked 4 or 6 hours on force account, our request is pro-rated based on total manhours worked that day.

EWO #2. Catch Inlet and Culvert Plug. Thefollowing is a list of the days on which was performed by our forces, and the percentage of our forces used on this EWO on that day. June 7, 1965 - 12%, 8 - 14%, 28 - 16%, 29 - 25%, 30 - 25%, July 1 - 19%, 2 - 28%, 6 - 25%, 7 - 13%, 8 - 6%, 12 - 42%, 13 - 25%, and 15 - 21%. This list totals 2.7 days. Therefore we request 2.7 additional workdays.

EWO #3 Plastic Water Line. Using the same principle as above, we obtain the following. June 15, 1965, 16, 22, 23, 24, 25, and 28 we utilized 15% of our forces or 1.1 days. On May 6, 9, and 10, 1966, 10% of our forces were used or 0.3 days. Therefore we request 1.4 additional workdays.

EWO #5 & #7 Remove and Reinstall guardrail & Replace Damaged Guardrail. (J. C. Denton's Crew) On June 2, 1966 - 80%, 9 - 48%, 15 - 62%, 23 - 10%, 29 - 4%, and July 24 - 10%. Therefore we request an additional 2.1 workdays.

EWO #6 Slide Removal. On May 2, 1966 - 60%, 3 - 33%, 4 - 31%, 5 - 29%, 6 - 40%, 9 - 24%, 10 - 37%, 11 - 38%, and 12 - 17%, or 3.1 days. We request an additional 3.1 days.

EWO #8 Install PMP in Slides. On June 1, 1966 - 20%, 2 - 25%, 22 - 31%, 23 - 37%, 25 - 29%, and July 7 - 18% or 2.1 days. We request an additional 2.1 days.

EWO #9 Raise Catch Inlets. On June 13, 1966 - 6%, 14 - 8%, 15 - 12%, 16 - 9%, 17 - 14%, 20 - 15%, and 21 - 10% or 0.7 days. We request an additional 0.7 days.

(7) Request For Additional Days Based on the Performance of Price Agreements

PA # 19 Furnish and Install Extra Guardrail Posts and Carriage Bolts At Type A Flare Ends. We installed an additional 65 posts and bolts. We request an additional 1 day.

PA #20 Bagging Guardrail Posts on Northbound lanes. This required 60 manhours of work. We request an additional 0.4 days.

(8) The total number of additional workdays requested so far in this request is 89.5 days. This number of days would extend our contract into June 1966. However in this period between Octber 1, 1965 and June 1966, the following days in November and December were not workdays equal to the days in June, July, and August that we lost due to the late completion of the grading work. In other words, we were required to perform work and sustain liquidated damages for working in a period of marginal climatic conditions.

On November 10, 12, 15, 16, and 17, 1965 we experienced rain or wet ground which either shut down part of the job (exc, paving, etc.) or reduced the efficiency or production of the crews. We request a 50% downtime for these days, or in other words 2.5 additional workdays.

On November 18, rain stopped the paving operation after it accomplished practically nothing, and the excavation was shut down for the entire day. We request 1 day.

On November 22, and 23 it rained and the grade was muddy. The result was spending time clearing off unsuitable wet material in order to operate the excavation spread at a low efficiency. We request 1 day.

On November 24, 26, 29, and 30, there was no production due to cold and snow. We request 4 days.

6 On December 1, all operations hampered by snow. We request ½ day.

On December 2, no production on account of snow. We request 1 day.
On December 13, it was too cold for paving and no excavation, all that worked was 1 patrol and 1 roller. We request 1 day.

On December 14, paved ½ day at Siskiyou Interchange on work to open Northbound Lanes to traffic on December 21. Paving then shut down for winter. No excavation performed that day and other operations hampered by cold. We request ½ day.

On December 15, 16, 17, 18, and 20, due to cold weather, we attempted to lay rock a few hours a day with little being accomplished. The rest of the operations were working on those items required to open the new grade to the public for the winter. Therefore we request 5 days.

On December 21, the only work performed was opening Northbound to traffic. The crews were sent home at noon. We request 1 day.

On December 22, and 23 there was no work, too cold and snow. We were charged workdays through December 23. Therefore we request 2 days.

Therefore, based on weather conditions unsuitable for the charging of workdays, we request a total of 19½ additional workdays.

In summation, we are listing a breakdown by categories the additional workdays that we have requested.

Late Completion of Grading Work	57 days
Workdays Charged After Completion of Contract	4 days
Pipe Overrun	4 days
Asphaltic Concrete Mix Overrun	11 days
Crushed Materials Overrun	2 days
Performance of Extra Work Orders	12.1 days
Performance of Price Agreements	1.4 days
Non-Chargeable Workdays Due to Weather	19.5 days
Total	111.0 days

RECEIVED
MAR 15 1967
FOR FILING
I-5-1(56)00
6511

March 14, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97310

Re: Request for Time Extension
Siskiyou Station-California
Line Section, Pacific Highway
Project No. I-5-1(56)00

Dear Sir:

Peter Kiewit Sons' Company, contractor on the subject project, has submitted a second request for an extension of the project completion date to, in effect, eliminate all penalty and extend the completion date to July 28, 1966. This request restates one of the reasons for more time which was covered by their first request and which we submitted for your consideration on October 25, 1965. This concerns the delay from late completion of two prior grading contracts, and you replied on November 5, 1965, declining an extension based on this reason. The complete request and our recommendations are as follows:

1. As we pointed out previously, the subject contract included estimated completion dates for the grading contracts that were in progress. The Siskiyou Station-Siskiyou Summit Section was actually completed 57 days after the May 1, 1965, date set forth, and the Siskiyou Summit-California Line Section was actually completed 50 days after the overall project completion date estimated as July 31, 1965. The Kiewit Company requests 57 days accordingly.

We ask that you reconsider a 30-calendar day extension for the following reasons:

Thirty days additional were allowed at the time the Siskiyou Summit-California Line Section was contracted to the second bidder. It was an oversight that this corrected date was not set forth in the subject contract. We question whether bidders were adequately informed of this at the time the subject project was advertised. We believe a conclusion as to the information the contractor derived from his own observations or investigation of this factor is conjecture and not a proper basis to judge the merit of this request for extension.

Although some intermittent sections of grade were available for surfacing early, we stress the fact that these were not continuous runs and that completion of the project in reverse order from what had been anticipated aggravated the influence of poorer weather in that the uphill northerly section was actually completed last. All contracts included requirements in the special provisions for cooperation with other contractors. The surfacing contractor could have anticipated that, under this provision, part of the northerly unit would be available to him early.

The finishing on an additional 20,000 yards of material that the plan showed to be wasted, but which was actually utilized in embankment, was added to this contract by Price Agreement No. 2.

In fairness, we believe the surfacing contractor should be allowed at least the 30 days equivalent that was added to one of the prior grading contracts. This would leave penalty in effect on more than the 18 days you cite for delay in start of base surfacing.

2. Late work on EWO 10 - Extending drains at bridge columns: 4 days requested.

This work was done July 25 through 28, 1966, which are the last four penalty days and this was the only work in progress as all contract work had been completed on July 24. It was authorized late and penalty should not be charged. Extension for 4 penalty days is recommended.

3. Pipe overruns of 4.1 percent in culvert sizes and 15 percent in perforated sizes: 4 days requested.

The culvert overrun is not substantial and no time is recommended for the 4.1 percent increase; however, the 15 percent overrun in the three sizes of perforated pipe amounts to 2,400 linear feet. We agree that the contractor's rate of production of 300 feet per day is reasonable and that allowing only one-half of the 8 days thus derived is also reasonable to allow for concurrent work, so the 4 penalty days requested are recommended. Much of the perforated pipe work on this project was for shallow parallel installations in the subgrade done just ahead of the surfacing work.

4. A. C. overrun - 8,386 tons or 18.6 percent: The contractor requests 11 days for the actual dates from June 15 through 29 during which the overrun quantity was laid. We believe this was a substantial overrun and it was accompanied by a change in the character of the work in that the ¾"-0 in the mix had to be imported from a new and more distant source (for which extra payment has been made under a price agreement). Seven (7) penalty days are recommended (2/3 of the time requested) to allow for concurrent progress made on other items, mainly guardrail.

5. Two additional days are requested for 2,930 tons overrun in crushed rock materials other than paving aggregate. This is less than 1 percent overrun and no time is recommended for this reason. Also, to some extent it duplicates Item 9 below for which time is recommended.

6. Twelve days are requested for extra work done on seven extra work orders. The contractor has derived this total by pro-rating the actual hours worked on specific dates against the total hours worked by all forces on the project. We believe this is a valid approach. The orders, dates involved, and time requested are:

EWO 2: Catch inlet and culvert plug - $5,203; June 7-July 15, 1965; 2.7 days.

EWO 3: Plastic water line - $2,493; June 15-23, 1965 (1.1 days) and May 6-10, 1966 (0.3 day) — 1.4 days.

EWO 5 and 7: Reinstall and replace damaged guardrail - $1,294 (nonparticipating); June 2-July 24, 1966; 2.1 days.

EWO 6: Slide removal - $22,884; May 2-12, 1966; 3.1 days.

EWO 8: Install perforated metal pipe in slides - $3,720; June 1-July 7, 1966; 2.1 days.

EWO 9: Raise catch inlets - $847; June 13-21, 1966; 0.7 day.

We recommend an extension of time for only the last four items totaling 8 penalty days for the reason that this extra work was done during the last three months of the project,

on penalty time, when there was much less opportunity to reschedule and overcome the delaying effect of the diversion of forces from regular work. (We realize EWO 5 and 7 were nonparticipating and that you cannot concur in time derived therefrom.)

7. One day is requested for extra guardrail work on P. A. No. 19 for installing additional mid-panel posts at the end flares of guardrail, and 0.4 day on P. A. No. 20 for bagging the guardrail posts on the northbound lanes which had been opened to traffic ahead of the painting. Due to the late stage at which guardrail work has to be performed, we believe these items, which would ordinarily be relatively small, did delay the overall progress and 1 penalty day is recommended.

8. The contractor requests 19 additional days on the theory that the extra time already requested for specific items extends past the specified completion date into poorer weather periods and then cites specific dates in November and December of 1965 on which poor weather reduced production. This procedure is valid but we believe there is a flaw in the data used in that part of the extra work for which the contractor requests more time actually occurred the next year, during the later stages of the project in 1966, and could not have delayed any work the previous year. Using only the valid delay time prior to 1966 (30 calendar days we have recommended under number 1 above plus 7 penalty days listed in the next paragraph) the time would be extended only to November 10, 1965, and all the poor weather days the contractor cites occurred after that date. We recommend no time for this reason.

9. You have previously approved extension for 7 penalty days for the additional plant mix base depth added by Price Agreement No. 5. You have also approved extension for an ordered stop work period from December 24, 1965, to May 2, 1966.

The time which we have recommended for the various reasons listed above would establish a new completion date of December 15, 1965. We request your concurrence in an extension of the calendar completion date to December 13, 1965 (to allow for the two nonparticipating days). A substantial penalty amounting to $25,140 would remain in effect.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

JAB:sg srb

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 3, 1967

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

SUBJECT: Request for Time Extension
Siskiyou Station-California Line Section
Contract No. 6501

BUILDING

Peter Kiewit Sons' Company, contractor on the subject section, has submitted a second request for time extension which in effect allows for 7 penalty days already agreed to and would extend the completion date to July 28, 1966 and eliminate all penalty. The request is for 111 workdays, whereas the time control on this contract was by calendar date. This request includes one reason that was covered in their earlier request regarding the delay in completion of the prior grading contracts.

Some pertinent dates are as follows:

Date of award -- 9/25/64)
Specified completion -- 10/1/65) 370 days

Kiewit contract estimated completion dates of other work:

(a) Siskiyou Station-Siskiyou Summit - 5/1/65)
Actual completion - 7/22/65) 57 days

(b) Siskiyou Summit-California Line - 6/30/65 and 7/31/65) 50 days
Actual completion - 9/11/65)

Stop work order -- 12/23/65 pit plant not from bid 1966

Resume work order -- 5/2/66

Actual completion -- 7/28/66

The contractor's reasons for time extension and our recommendations are as follows:

1) Delay in completion of prior grading, reverse order of completion of the grading units on Siskiyou Summit-California Line, and P.A. No. 2 for embankment utilization of 20,000 yards of planned waste excavation : 57 days requested, 30 calendar days recommended.

The contractor's first request covered this item. We submitted it to the Bureau of Public Roads recommending 30 days on the basis that 30 days additional time was allowed on the Siskiyou Summit-California Line grading contract at the time it was contracted, so the expected completion dates of this grading work in Kiewit's contract were in error from the start. The BPR refused to concur in this. We still believe that part of their reasoning, to the effect that later completion of the grading work could have been anticipated at the time of Kiewit's bidding, is not a proper basis for refusal. We have re-stated this reason in the attached rough draft to BPR. If they again refuse it, we should consider it on a non-participating basis.

2) Late work on EWO 10 - Extending drains at bridge columns: 4 days requested.

This work was done July 25 through 28, 1966, which are the last four penalty days and this was the only work in progress as all contract work had been completed on July 24. It was authorized late and penalty should not be charged. Extension for 4 penalty days is recommended.

3) Pipe overruns of 4.1% in culvert sizes and 15% in perforated sizes: 4 days requested.

The culvert overrun is not substantial and no time is recommended for the 4.1% increase; however, the 15% overrun in the three sizes of perforated pipe amounts to 2,400 linear feet. We agree that the contractor's rate of production of 300 feet per day is reasonable and that allowing only one-half of the 8 days thus derived is also reasonable to allow for concurrent work, so the 4 penalty days requested are recommended. Much of the perforated pipe work on this project was for shallow parallel installations in the subgrade done just ahead of surfacing work.

4) A.C. overrun - 8,386 tons or 18.6% : The contractor requests 11 days for the actual dates from June 15 through 29 during which the overrun quantity was laid. We believe this was a substantial overrun and it was accompanied by a change in the character of the work in that the 1/4"-0 in the mix had to be imported from a new and more distant source (for which extra payment has been made under a price agreement). Seven (7) penalty days are recommended (2/3 of the time) to allow for concurrent progress made on other items, mainly guard rail.

5) Two additional days are requested for 2,930 ton overrun in crushed rock materials other than paving aggregate. This is less than 1% overrun and no time is recommended for this reason. Also, to some extent it duplicates Item 9 below for which time is recommended.

6) Twelve days are requested for extra work done on 7 extra work orders. The contractor has derived this total by pro-rating the actual hours worked on specific dates against the total hours worked by all forces on the project. We believe this is a valid approach. The orders, dates involved, and time requested are:

EWO 2: Catch inlet and culvert plug - $5,203; June 7-July 15, 1965; 2.7 days.

EWO 3: Plastic water line - $2,493; June 15-28, 1965 (1.1 days) and May 6-10, 1966 (0.3 day) -- 1.4 days total.

EWO 5 & 7: Reinstall and replace damaged guard rail - $1,294 (non-participating); June 2-July 24, 1966; 2.1 days.

EWO 6: Slide removal - $22,884; May 2-12, 1966; 3.1 days.

EWO 8: Install PMP in slides - $3,720; June 1-July 7, 1966; 2.1 days.

EWO 9: Raise catch inlets - $847; June 13-21, 1966; 0.7 day.

We recommend extension of time for only the last four items totalling 8 penalty days for the reason that this extra work was done during the last three months of the project, on penalty time, when there was much less opportunity to re-schedule and overcome the delaying effect of the diversion of forces from regular work. (BPR will not participate in 2 of these days because the work involved was non-participating.)

7) One day is requested for extra guard rail work on P.A. No. 19 for installing additional mid-panel posts at the end flares of guard rail, and 0.4 day on P.A. No. 20 for bagging the guard rail posts on the northbound lanes which had been opened to traffic ahead of the painting. Due to the late stage at which guard rail work has to be performed, we believe these items, which would ordinarily be relatively small, did delay the overall progress so 1 penalty day is recommended.

8) The contractor requests 19-1/2 additional days on the theory that the extra time already requested for specific items extends past the specified completion date into poorer weather periods and then cites specific dates in November and December of 1965 on which poor weather reduced production. This procedure is valid but we believe there is a flaw in the data used in that part of the extra work for which the contractor requests more time actually occurred the next year, during the later stages of the project in 1966, and could not have delayed any work the previous year. Using only the valid delay time prior to 1966 (30 calendar days we have recommended under No. 1 above plus 7 penalty days listed in the next paragraph) the time would be extended only to November 10, 1965 and all the poor weather days the contractor cites occurred after that date. We recommend no time for this reason.

9) In addition to the above reasons, the contractor has not included 7 days which we agreed to as a part of Price Agreement No. 5 for additional plant mix base depth. This 7 days has been approved by the BPR but not by the Highway Commission.

The stop work period has been approved by both the BPR and the Highway Commission, but at this point, no other request for any of the other reasons has gone to the Commission.

The total time we are recommending above amounts to 30 calendar days to rectify the error in grading completion dates plus 31 penalty days (which includes the 7 on Price Agreement No. 5), all of which would establish a new completion date of December 15, 1965. Extension to this date is recommended. This will leave 67 penalty days amounting to $28,140.

This project is under the 1954 specifications modified to eliminate all reasons for time extension except strikes. This has been discussed with the BPR Area Engineer who indicated only that they would review the request.

A rough draft letter to the Bureau of Public Roads is attached. We will prepare a draft to the Highway Commission later after the BPR responds.

F.D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:sg
Attachment

cc: L.H. Young

RECEIVED
MAR 2 - 1967
FOR FILING

I-5-1 (54) 00

6501

March 2, 1967

The Aetna Casualty & Surety Company
Bond Department
400 Century Tower
Portland, Oregon 97205

Gentlemen:

Contract No. 6501 awarded to Peter Kiewit Sons' Company for grading, paving, structures, and signing on the Siskiyou Station-California Line Section of the Pacific Highway in Jackson County was completed on July 26, 1966, and accepted by the Highway Commission on March 1, 1967.

Final payment in the amount of $97,179.81 will be released to the contractor after March 9, 1967. The total contract amount is $2,570,478.70 including $50,467.08 for work performed under force account. We are retaining $3,000 to cover the estimated penalty for inadequate gunite thickness in lined ditches.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Peter Kiewit Sons' Company
711 East Main Street
Medford, Oregon 97501

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
MAR 2 - 1967
FOR FILING

J-51(56) 0-
6501

March 1, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed July 28, 1966 on Contract No. 6501. The contract was with Peter Kiewit Sons' Company and was for grading, paving, structures, and signing on the Siskiyou Station-California Line Section of the Pacific Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 1, 1967 and that you concur in this procedure at the Commission meeting on March 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

bc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg ja

FORM S-1345 50M 7-66

RECEIVED
JAN 20 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 20, 1967

Peter Kiewit Sons' Company
711 East Main Street
Medford, Oregon

Re: Siskiyou Station-California Line
Contract No. 6501
Gunite Ditch Lining

ATTENTION: Mr. R.L. Legg
Medford Area Manager

Gentlemen:

This will reply to your serial letter M-20 dated December 16, 1966 and addressed to Resident Engineer McCormick.

Your request for $8,957 additional compensation for work done on Bid Item No. 31 has been investigated and further considered by both the Roseburg Division and this office.

1) The applicable specifications do require fine grading. Page 25 of the Special Provisions requires that the ditch lining be constructed in conformance to Division 2, Section 41 of the 1954 Standard Specifications, except for certain modifications. Section 2.41.4 is not among the modifications, and the first paragraph of this section covers requirements relating to grading, shaping, and compacting.

2) You infer that the additional amount requested is for work done on the so-called existing ditches only, but the supporting data indicates that it accrued under all of the guniting work. If you accept that at least some fine grading was proper and expected on the ditches that you excavated, it follows that the same sort of work was to be done on the existing ditches. The same specification applies equally to both situations.

3) Precise regrading to the designated slopes indicated on the existing ditch and median ditch typical sections was not always required. Ditches in some locations were lined at actual slopes other than the typical sections indicate.

4) Your request for an adjustment in price is presented much too late for consideration under the specifications. Section 1.9.6 requires more timely notice.

We therefore concur in the earlier field conclusion and respectfully deny the request for additional payment.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F.D. Morgan
Construction Engineer

JAB:sg

cc: F.B. Klaboe
L.R. Chandler

OFFICE

FORM B-30X—30M—1-65 SP*19102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 9, 1967

To: Mr. D. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

SUBJECT: Siskiyou Station-California Line
Pacific Highway
Contract No. 6501
Jackson County
Ditch Lining

ATTENTION: Mr. John Quiner

I have considered your December 28 letter and the project plans and specs related to the lining work at existing ditches. The questions here seem to be: 1) The distinction between fine grading and excavation, and 2) whether fine grading is included in the square yard bid item. I understand we did not require extensive work to change existing slopes to the precise 2:1 and 6:1 slopes shown on the Median Ditch Section. If we used the side slopes "as is" (merely making them true and straight), it would seem these slope variations would still be apparent in the finished work. In other words, if we have some median ditches lined with slopes different than the plan section shows, part of the contractor's argument is discredited. I suggest you check this.

The contractors cost figure is 91 per cent labor. This would indicate the work involved was in the nature of fine grading and preparation, as distinguished from foundation machine excavation. However, the cost given may include time spent placing reinforcing mesh or preparing for guniting in the new ditch areas covered by the first two plan sections (shown as Drain Ditch on Sheet 2D) where drainage exc. was paid separately under the same contract. A detailed breakdown and close comparison with this other type ditch work would be necessary before any adjustment could be approved. This points out the delay in presenting the matter. We are at a great disadvantage now to analyze costs to the degree necessary to justify any further payment. If the September 6, 1966 letter from Kiewit is our first notice, the contractor has not complied with Section 1.9.6, even though the sub-contractor protested to Kiewit a year earlier. The $8,957 claimed amounts to 64¢ per square yard of the total paid on bid item 31 and P.A. 6. Bid price was 6.40 per square yard.

One point that will probably come up during further discussion is whether the condition of the "existing slopes" was apparent at time of bidding. I would guess they were not yet built at the time the paving contract was advertised, but if they were it would strengthen our position.

I agree that we should reject payment on this because:

1) Some fine grading (and compaction) is required under the spec. The contractor apparently doesn't asknowledge this, but I do not believe that part of the standard spec was changed by the specials. If the claim is for all the fine grading work in the existing ditch areas only, then what about the fine grading in the new "Drain Ditch" section? Work in both areas was all under the same spec, and surely some fine grading was done in the Drain Ditch work.

2) The claim is prerented much too late.

Please advise further on the three points mentioned above: 1) were "existing slopes" actually existing at time of bidding? 2) are there some slopes other than as shown on plan? 3) when was our first notice of the claim?

We will then make the reply to the contractor if you still prefer that we do so.

F.D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:sg

cc: F.B. Klaboe

Form CO-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 13, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon I-5-1(56)00
Siskiyou Station - California Line Section, Pacific Highway
Request for extension of contract time

Mr. Klaboe's letter of December 9, 1966 requests our concurrence in a procedure by which the extension requested by the contractor be considered in two parts due to complications in the analysis of a portion of the request.

In the interest of securing timely payments to the contractor and considering the circumstances involved in this particular project, we hereby agree to give consideration to this request in two parts.

Mr. Klaboe's letter also requests concurrence in the first portion of the requested extension covering the winter suspension period and involving the assessment of 90 days liquidated damages in accordance with the special provision titled "Completion Time Limit" (page 3). This provision, in fact, removes all reasons in justification of any time extension except that caused by strikes.

Based on subsequent action by your department in providing more realistic specifications, with respect to contract time, we have approved similar requests on other projects; and, for this reason, we hereby concur in your proposed extension of contract time establishing a revised specified completion date of February 8, 1966.

This approval is with the understanding that a second request in consideration of the remaining reasons given by the contractor may be submitted at a later date if your analysis indicates that further extension is justified.

12-14-66

REFERRED TO
Bond - Young - Trimm
By Asst. State Hwy. Engr.

OFFICE OF STATE HIGHWAY ENGINEER

NOTED
F.B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 7, 1966

SUBJECT: Time Extension
Siskiyou Station-California Line
Contract No. 6501

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

BUILDING

Office Engineering advises that final payment to Kiewit on the above-project will be ready very soon. The contractor has requested a time extension, which is still in the Division office.

I know some phases of the time problem will be difficult to resolve; however, one part of it covering the stop work period last winter is clear-cut. A stop work was ordered from December 24, 1965 to May 2, 1966. This is 128 calendar days and 90 penalty days, which would amount to $37,800 in liquidated damages.

This contract had a specified calendar completion date. It has the restrictive provisions whereby all reasons except strikes are excluded for justifying time extensions. As you know, the Bureau of Public Roads in all similar cases has concurred in the time extensions for stop work periods however. I believe we should process an extension to cover the above stop work period in this case and avoid holding such a large sum of liquidated damages for an extended time. The Bureau of Public Roads Area Engineer has tentatively concurred in this approach.

A rough draft letter to the Bureau is attached. We also ask that telephone approval from the Highway Commission be secured.

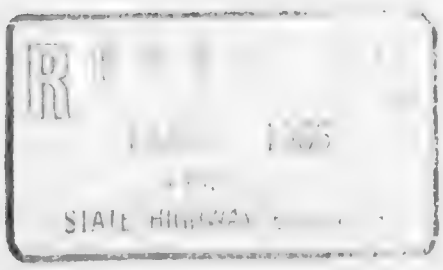
F.D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:sg
Attachment

cc: L.H. Young



RECEIVED
DEC 13 1966
FOR FILE

I-5-1(54)80
6211

December 12, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 4
December 19, 1966 meeting

Gentlemen:

The contractor on the Siskiyou Station-California Line Section of the Pacific Highway (I-5), Contract No. 6501, Peter Kiewit Sons' Company, requests that an extension of time covering the period between December 24, 1965, and May 2, 1966, be granted. This period was covered by a stop work order issued by the State Highway Department and involved 90 penalty days at $420 a day for a total of $37,800.

Since the penalty period covered by this request is solely due to the action of the State, we request that you concur in the extension. The Bureau of Public Roads has agreed to the action.

There will be an additional extension of time presented to you for days not covered by this period at a later date. However, we are prepared now to issue the final payment on the contract and feel that the contractor should not be penalized this $37,800.

Verbal approval was secured from Chairman Jackson on December 8. This matter will be on the agenda at the December 19 meeting for confirmation.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

FBK:srb bg

RECEIVED
DEC 1 2 1966
FOR FILING
F-5-1(56)00
6501

December 9, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Request for Time Extension
Siskiyou Station-California
Line, Pacific Highway
Project - FAI-5-1(56)00

Dear Sir:

We have received from Peter Kiewit Sons' Company, contractor on the subject project, a request for an extension of the contract time. One of the reasons for this request is a stop work period ordered by our Resident Engineer from December 24, 1965, to May 2, 1966. The request includes additional reasons and additional time which we are in the process of analyzing but are not yet prepared to make a complete presentation.

The period covered by this stop work order includes 90 penalty days, amounting to $37,800 in liquidated damages. To avoid withholding such a large penalty until all the other time matters can be analyzed and resolved, we believe the request should be processed in two parts. We, therefore, ask your concurrence in this procedure and in a time extension now for the above period only. If our analysis shows that an additional time extension is justified, a second request will be submitted to you later.

This project had a specified completion date of October 1, 1965, and was actually completed July 28, 1966. The contract specifications applicable to completion time and liquidated damages are similar to several other Federal-aid projects in which you have concurred in extensions of time for stop work periods ordered by the engineer. We respectfully ask your concurrence in this instance.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

JAB:sg srb

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Siskiyou Sta.-Calif. Line	WEEK ENDING: 23 September 1966
		SECTION PREFIX: 615-1017
	HIGHWAY: Pacific	COUNTY: Jackson
NAME OF JOB: Siskiyou Sta.-Calif. Line	KIND OF WORK: Grading, Paving, Signing & Structures	
CONTRACTOR: Peter Kiewit Sons' Co.	CONTRACT NUMBER: 6501	FEDERAL AID PROJECT NUMBER: I-5-1(56)00
DATE OF CONTRACT: 25 September 1964	DATE WORK STARTED: 10 October 1964	ESTIMATED COMPLETION DATE: 28 July 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: 370	WORK DAYS USED: 669
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: 2,775,225.37	SPECIFIED COMPLETION DATE: 1 October 1965	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: 2,577,676.01	ENGINEERING AUTHORIZATION: 197,349.36	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: 2,603,686.68	ENGINEERING COST TO DATE: 165,664.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 1.11 %	PERCENT OF AUTHORIZATION: 83.9 %	DATE PROJECT WAS COMPLETED: 28 July 1966

ESTIMATED PERCENT COMPLETE (ROADWORK) — P.M.B.B. Class 'B' AC

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.76	5.69		5.69	5.69
MILES PARTIALLY COMPLETED	1.76	5.69		5.69	5.69
MILES COMPLETED	1.76	5.69		5.69	5.69
TOTAL ESTIMATED QUANTITIES (CONTRACT)	177,700	349,500		34,000	44,500
TOTAL QUANTITIES CORRECTED TO DATE	176,522.6	359,360.9		44,952.35	53,015.02
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	176,522.6	359,360.9		44,952.35	53,015.02
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0		0	0
NUMBER OF SHIFTS PER DAY	0	0		0	0
HOURS PER SHIFT	0	0		0	0

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9259	9259A	XXXXX	9260	9312			
PERCENT	100	100		100	100			

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Cloudy			
TUESDAY	Cloudy			
WEDNESDAY	Ptly. Cldy.			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				

RECEIVED
SEP 1 1966
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	

REMARKS

This is the final Weekly Report
Semi Final Was completed 20 September 1966

SIGNED M B Smith LOCATION Medford, Oregon

Jack C. McCormick By M.B. Smith

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

SEP 6 - 1966

FOR FILING

Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

August 29, 1966

Original signed by 08-35-DB
T. Dec

A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec Eng. Coordinator
Engineering Coordinator

Oregon I-5-1(56)00
Siskiyou Station - California Line Section
Pacific Highway
State Force Order No. 6

Mr. Young's letter of August 15, 1966, requests participation in the subject State Force Order providing for additional fencing and the installation of painted cattleguards at the Siskiyou and State Line Interchanges in order to prevent livestock from gaining access to the high speed travel lanes.

We are approving the use of State forces as being in the public interest under the provisions of PPM 21-6.3 for the following reasons:

1. The contract work has been completed and contractor's equipment and personnel have been removed from the project leaving the contractor inadequately staffed and equipped for this type of work.

2. As supported by the cost analysis attached to Mr. Young's letter, State forces can perform this work at a savings of approximately 36 percent over estimated contract cost.

3. The work is necessary to insure the immediate safety of the traveling public.

Contrary to Mr. Young's request for approval on an actual cost basis, we feel that this work is of such a nature that an accurate estimate of quantities has been possible; accordingly, Federal participation will be based on a unit price basis as indicated on the face of the order.

Enclosure

orig wlenvl
Young
9-1-66

Form A-106—8M

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date AUG 8 1966 By G1-P
Title
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 6

Project Name Siskiyou Sta. - Calif. Line Date 4 August, 1966

Highway Pacific Contract No. 6501 F. A. Project No. I-5-1(56)00

County Jackson Prefix 615-1017 Account No. 269 (cattle guard) -06

Description of Work To Be Done: Install Type II Fence & Painted Cattle Guards.

Location by Station Numbers: 'A' 411+20 'F' 529+90 S.P. Access Road
'A' 754+00

Estimate of Quantities and Costs:

Install STD. Paint Grill Cattle Guard (Drg. # IR-2-2069)	4 @ $250.00 each	$1,000.00
Install 96.0 Rods Type II Fence	96.0 @ $ 10.00 rod	960.00
Class "B" A.C. 45 tons	45.0 @ $ 10.00 ton	450.00
	Total	$2,410.00

Explanation: To prevent livestock from gaining access to Interstate 5.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$2,775,225.37
Present estimate of project cost, including $2,410.00 for work under this order	$2,892,334.50
Expected ~~xxxxxx~~ over-run (amount)	$117,109.13
Expected ~~xxxxxx~~ over-run (per cent)	4.3

Space to right of this line is for use of Salem office

Submitted by: /s/ Jack C. McCormick, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Jay B. Boyd, Asst. Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Siskiyou Sta.-Calif. Line	WEEK ENDING: 23 September 1966	
	SECTION PREFIX: 615-1017	
HIGHWAY: Pacific	COUNTY: Jackson	
NAME OF JOB: Siskiyou Sta.-Calif. Line	KIND OF WORK: Grading, Paving, Signing & Structures	
CONTRACTOR: Peter Kiewit Sons' Co.	CONTRACT NUMBER: 6501	FEDERAL AID PROJECT NUMBER: I-5-1(56)00
DATE OF CONTRACT: 25 September 1964	DATE WORK STARTED: 10 October 1964	ESTIMATED COMPLETION DATE: 28 July 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: 370	WORK DAYS USED: 669
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: 2,775,225.37	SPECIFIED COMPLETION DATE: 1 October 1965	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: 2,577,676.01	ENGINEERING AUTHORIZATION: $ 197,349.36	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: 2,603,686.68	ENGINEERING COST TO DATE: $ 165,664.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 1.11 %	PERCENT OF AUTHORIZATION . . . . . 83.9 %	DATE PROJECT WAS COMPLETED: 28 July 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

P.M.B.B. Class 'B' AC

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE. MAT'L. PROD			
100	100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.76	5.69		5.69	5.69
MILES PARTIALLY COMPLETED	1.76	5.69		5.69	5.69
MILES COMPLETED	1.76	5.69		5.69	5.69
TOTAL ESTIMATED QUANTITIES (CONTRACT)	177,700	349,500		34,000	44,500
TOTAL QUANTITIES CORRECTED TO DATE	176,522.6	359,360.9		44,952.35	53,015.02
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	176,522.6	359,360.9		44,952.35	53,015.02
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0		0	0
NUMBER OF SHIFTS PER DAY	0	0		0	0
HOURS PER SHIFT	0	0		0	0

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9259	9259A	XXXXX	9260	9312			
PERCENT	100	100		100	100			

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Cloudy			
TUESDAY	Cloudy			
WEDNESDAY	Ptly. Cldy.			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				

RECEIVED
SEP 28 1966
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	

REMARKS

This is the final Weekly Report
Semi Final Was completed 20 September 1966

SIGNED M.B. Smith LOCATION Medford, Oregon

Jack C. McCormick By M.B. Smith

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

SEP 6 - 1966

FOR FILING

Salem, Oregon 97301

August 29, 1966

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by 08-35-DB
T. Dec

A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec Eng. Coordinator
Engineering Coordinator

Oregon I-5-1(56)00
Siskiyou Station - California Line Section
Pacific Highway
State Force Order No. 6

Mr. Young's letter of August 15, 1966, requests participation in the subject State Force Order providing for additional fencing and the installation of painted cattleguards at the Siskiyou and State Line Interchanges in order to prevent livestock from gaining access to the high speed travel lanes.

We are approving the use of State forces as being in the public interest under the provisions of PPM 21-6.3 for the following reasons:

1. The contract work has been completed and contractor's equipment and personnel have been removed from the project leaving the contractor inadequately staffed and equipped for this type of work.

2. As supported by the cost analysis attached to Mr. Young's letter, State forces can perform this work at a savings of approximately 36 percent over estimated contract cost.

3. The work is necessary to insure the immediate safety of the traveling public.

Contrary to Mr. Young's request for approval on an actual cost basis, we feel that this work is of such a nature that an accurate estimate of quantities has been possible; accordingly, Federal participation will be based on a unit price basis as indicated on the face of the order.

Enclosure

orig w/encl
to Young
9-1-66

Form A-106—SM

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date AUG 8 1966 By C1-P
Title Engineer of Construction
Order No. 6
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Project Name Siskiyou Sta. - Calif. Line Date 4 August 1966

Highway Pacific Contract No. 6501 F. A. Project No. I-5-1(56)00

County Jackson Prefix 615-1017 Account No. 269 (cattle guard) -06

Description of Work To Be Done: Install Type II Fence & Painted Cattle Guards.

Location by Station Numbers: 'A' 411+20 'F' 529+90 S.P. Access Road
'A' 754+00

Estimate of Quantities and Costs:

Install STD. Paint Grill Cattle Guard (Drg. # IR-2-2069)	4 @ $250.00 each	$1,000.00
Install 96.0 Rods Type II Fence	96.0 @ $ 10.00 rod	960.00
Class "B" A.C. 45 tons	45.0 @ $ 10.00 ton	450.00
	Total	$2,410.00

Explanation: To prevent livestock from gaining access to Interstate 5.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$2,775,225.37
Present estimate of project cost, including $2,410.00 for work under this order	$2,892,334.50
Expected ~~under~~ over-run (amount)	$117,109.13
Expected ~~under~~ over-run (per cent)	4.3

Space to right of this line is for use of Salem Office

Submitted by: /s/ Jack C. McCormick, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Jay B. Boyd, Asst. Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
AUG 15 1966
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

(Date)

(6 White
(1 Blue
(1 Yellow
(1 Pink

Pete Seif Co.
711 E. Main St., Room 19
Medford, Oregon

Dear Sir:
Gentlemen:

Final inspection has been made by the Bureau of Public Roads on the Ashland - Siskiyou Line Section of the Pacific Highway in Jackson County, Contract No. 6501, FA Project I-5-1(56)00.

The contract work has been completed to the satisfaction of the Bureau of Public Roads. Your Materials Report, Form PR-47, must be submitted to the resident engineer prior to the State Highway Commission acceptance of the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

VG:
cc: R. L. Porter
C. H. Maison
~~I. D. Merchant~~/F. D. Morgan
L. H. Young

RECEIVED
AUG 11 1966
FOR FILING

FORM E-23

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I 5-1(56)00
6501

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 4, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 28, 1966, on Contract No. 6501, Siskiyou Station - California Line Section, in Jackson County, in connection with Federal-Aid Project No. I-5-1(56)00.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 8-8-66

Conditions noted on above date:

This project was inspected on 7-19-66 and found to be complete in apparent conformance with plans and specifications subject to final cleanup, minor guardrail painting, and seeding and mulching by State Forces.

CTC

RECEIVED
AUG 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

A. W. Parsons
Division Engineer

By: M E Martin
M. E. Martin
District Engineer

Form E-204

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Approved
Continuation of project ... Travels ...
JUN 20 1966
[illegible] Dist. Engineer
GL-P.S. Bureau of Public Roads

Project Name Siskiyou Station - California Line Date June 10, 19 66

Highway Pacific Contract No. 6501

County Jackson Prefix 615-1017

Contractor Peter Kiewit Sons' Co. F. A. Project No. I-5-1(56)00

Address P.O. Box 391 - Ashland, Oregon Order No. 10

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Extend 6" iron drain pipes located on bridge columns. Bridge number 9259 & 9259A. Extended pipes to drain directly into existing 24" corregated metal pipes located under structures along "A" line.

Install two Type "D" Inlets in ditch along "A" line, one on each side.

Location by station numbers:

Pipe extensions approx. Ls 532+50, Ls 533+40, Ln 532+18, Ln 532+95

"D" Inlets approx. "A" 406+50

Estimate of quantities and cost:

Materials	$ 600.00
Labor	600.00
Equipment	300.00
	$1,500 .00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The reason this work is necessary and is classed as Extra Work is due to the drains. As they presently exist they will cause eroding of the fill slopes. The inlets are to alleviate drainage problems on the "A" line. There is no subgrade ditch in this area. This work has not yet begun.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,775,225.37
Present estimate of project cost, including $1,500.00 for work under this order	$2,877,228.50
Expected ~~under-run~~ over-run amount	$102,003.13
Expected ~~under-run~~ over-run per cent	3.7

Space to right of this line is for use of Salem Office

Submitted by: ..... Resident Engineer

Approval Recommended: ..... Construction Engineer or Bridge Engineer

Approval Recommended: ..... Division Engineer

Approved: ..... Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

SP*5231-734

Approved 7-5-66

F. B. Klaboe

RECEIVED
JUN 13 1966

FOR FILING

NOTED
R. L. PORTER

NOTED
F. B. KLABOE

CON RSB 133 6-9-66 1-05 PM

F D MORGAN

WE WILL CONVERT SISKIYOU STA-CALIF LINE PROJECT TO FOUR LANE USE ABOUT JUNE 17TH. WILL HAVE TO DO A LITTLE SHOULDER PAVING ETC ON NORTHBOUND LANES NORTH SIDE OF SUMMIT BUT NORTHBOUND TRAFFIC WILL HAVE ONE FULL AND CLEAR LANE FOR THAT.
ESTIMATED JOB COMPLETION ABOUT JULY 1.

L R CHANDLER

CWLT.

RECEIVED
JUN 9 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

Form E-209--5M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUN 2 - 1966 ME Dist.
Dist. Engineer
Bureau of Public Roads

Project Name Siskiyou Station - California Line Date June 7, 1966

Highway Pacific Contract No. 6501

County Jackson Prefix 615-1017

Contractor Peter Kiewit Sons' Co. F. A. Project No. I-5-1(56)00

Address P.O. Box 391 Ashland, Oregon Order No. 9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Raise concrete inlets. These inlets were installed on the previous contract.

Location by station numbers:

Ln 534+35 Rt., 541+10 Rt., & 550+50 Rt.
Ls 604+00 Lt., & 814+30 Lt.

Estimate of quantities and cost:

Materials	$ 100.00
Labor	100.00
Equipment	50.00
TOTAL	$ 250.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") The condition which causes this work to be classed as extra work is due to the increase in the thickness of the Plant Mix Bituminous Base Mat'l., in these areas. With the exception of the inlet located at sta. 814+30. This inlet has to be raised to meet grade with the California connection. This work was not included in the original authorization. Work has not yet begun.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 2,775,225.37	
Present estimate of project cost, including $ 250.00 for work under this order	$ 2,881,728.50	
Expected ~~under-run~~ over-run amount	$ 106,503.13	
Expected ~~under-run~~ over-run per cent	3.8	

Submitted by: ..... Resident Engineer

Approval Recommended: ..... Construction Engineer or Bridge Engineer

Approval Recommended: ..... Division Engineer

Approved: ..... Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

SP*6291-734

Typing 7-5-66

RECEIVED
MAY 31 1966

FORM E-BOX—60M—1-66 SP°19102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 25, 1966

SUBJECT: Siskiyou Station-Cal. Line Section
Pacific Highway
Contract No. 6501

To: Mr. L. R. Chandler
Division Engineer
P.O. Box 1128
Roseburg, Oregon

Attention: Carl Williams

Reference is made to Extra Work Order No. 9 concerning the installation of a snow fence on the subject contract.

This matter has been discussed with the Bureau of Public Roads. They have indicated that they will have to submit this matter to their Regional Office for approval. In order to obtain their participation, certain information will be needed to justify the construction of this snow fence. In all correspondence dealing with this matter please refer to the construction as "stage" construction, not experimental. Information concering similar installations would be beneficial and it is suggested that you contact the District Maintenance Superintendent in Pendleton concerning the snow fence in existence below the old highway on Emmigrant Hill. Information should cover when this fence was installed, if any modifications from standard design were incorporated in construction and its performance through the years plus any other features which might be of benefit.

We are returning the cross sections which you submitted for the addition of further information. Please arrange to have the guard rail location shown on the sections and also show the left side cut-bank where the section is on a side hill. It would also be helpful if you could show the present pattern of snow deposit and the anticipated pattern after the snow fence is constructed.

If further clarification is needed, please advise.

F. D. Morgan
Construction Engineer

By

John A. Bond
Staff Assistant

RECEIVED
JUN 2 1966
OFFICE OF
STATE BRIDGE ENGINEER

DES:nh
Enc.

cc: F. B. Klaboe
L. H. Young

Form CD-121 (11-63) (Prev by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 10, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-1(56)00
Siskiyou Station - California Line Section
Pacific Highway
Proposed Roadside Sand Storage Area

We are attaching a copy of Mr. Whitton's approval of Mr. Morgan's February 21, 1966 request to use interstate right of way, right of station 807+50, for a sand storage area for your information.

Approval of the proposed access to the sand storage area is granted with the understanding that the width of the shoulder widening for speed change lanes for the sanding trucks will be reduced from 22 to 14 feet; that the gate to the storage area will be kept locked with keys available only to authorized personnel; that during sanding operations, you will provide adequate control for movements between the interstate travel lanes and the storage area in a manner that will insure the safety of the traveling public and the maintenance personnel; and that the financing of the construction cost is not a proper responsibility of Federal-aid highway funds. Maintenance of a highway is an obligation and responsibility of the State Highway Department.

Enclosure

NOTED
F. B. KLABOE

orig to Edwards w/enc
copies to Young
Morgan
Hunter
5-12-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form CD-121
(11-63)
(Prom. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. B. M. French
Regional Engineer
Portland, Oregon

DATE: May 3, 1966

In reply refer to: 32-16

FROM : Rex M. Whitton
Federal Highway Administrator
Washington, D.C.

SUBJECT: Oregon I-5-1(56)00
Siskiyou Station - California Line Section
Proposed roadside sand storage area

Under the authority vested in me under Section 1.23, Code of Federal Regulations, Title 23, approval is hereby given the State's request of February 21, 1966, to permit the use of the Interstate right-of-way for a proposed sand storage area right of Station 807+50 on the above project. The use of the Interstate highway right-of-way as a sand storage operation is considered necessary by your office, and the Office of Engineering and Operations, for the operation, use and maintenance of the Interstate highway.

The Office of Engineering and Operations in an accompanying memorandum is informing as to Federal-aid participation.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 17 1966
FOR FILING

Form CD-121 (11-63) (Prss. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

Labor

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 9, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-1(56)00
Siskiyou Station - California Line Section
Pacific Highway
Extra Work Order No. 7

Returned herewith are all copies of Extra Work Order No. 7 on the subject project providing for replacement of damaged guardrail.

The explanation contained on the face of this order indicates that damage inflicted was caused by snow removal equipment and consequently was the result of operations under the direct control of State Highway maintenance forces.

For the reason stated, we do not feel that this work is eligible for Federal participation.

Enclosure

RECEIVED
F. B. HIGHWAY

highway wlands.
Copy to Morgan
5-12-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form E-206—52M

STATE COPY

APPROVED
Contingent upon ... of project ... and
APR 7 1966
Dist. Engr.
U.S. ...

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Siskiyou Station-Calif. Line Date 6 April 19 66

Highway Pacific Contract No. 6501

County Jackson Prefix 615-1017

Contractor Peter Kiewit Sons' Co. (J.C. Denton & Sons, Inc.) F. A. Project No. I-5-1(56)00

Address PO Box 391, Ashland, Oregon Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Replacement of damaged guard rail, including guard rail posts.

Location by station numbers:

530+00 to 814+00

Estimate of quantities and cost:

Materials	$612.00
Equipment	177.00
Labor	177.00
Total	$966.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The condition which caused this work to be classified as extra work, is the damage done by snow removal equipment.

This work has not yet begun.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,775,225.37
Present estimate of project cost, including $966.00 for work under this order	$2,864,976.52
Expected ~~XXXXXXXX~~ over-run amount	$3.2
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: /s/ Jack C. McCormick
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II
Asst. Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer~~ ~~State Highway Engineer~~ or Office Engineer.

State Printing

Form B-206—64

STATE CO...

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Continue... Bureau of ... National ...

APR 22 1966 ME Martin ... Engineer

G 1-P

U.S. Bureau of Public Roads

Project Name Siskiyou Station-California Line Date April 15, 1966

Highway Pacific Contract No. 6501

County Jackson Prefix 615-1017

Contractor Peter Kiewit Sons' Co. F. A. Project No. I-5-1(56)00

Address P. O. Box 391, Ashland, Oregon Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Install PMP in slide areas & under pavement where water seepage exists.

Location by station numbers: L^n 645+50, L^n 650+00 to L^n 653+97, L^n 650+89, L^n 651+40.5, L^n 651+88, L^n 655+45, L^s 668+10, L^n 734+66

Estimate of quantities and cost:

Materials	$3,530.00
Labor	3,530.00
Equipment	2,118.00
	$9,178.00

Oregon Division Endorsement

Federal participation limited to contract unit prices due to additional traffic. Public Roads did not concur in opening of this section to traffic prior to completion.

Milford T. Christianson

C.T. Christianson, Area Engr.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work was not included in original authorization.

This work has not yet begun.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,775,225.37
Present estimate of project cost, including $9,178.00 for work under this order	$2,888,654.52
Expected ~~under-run~~ over-run amount	$ 113,429.15
Expected ~~under-run~~ over-run per cent	4.1

Space to right of this line is for use of Salem Office

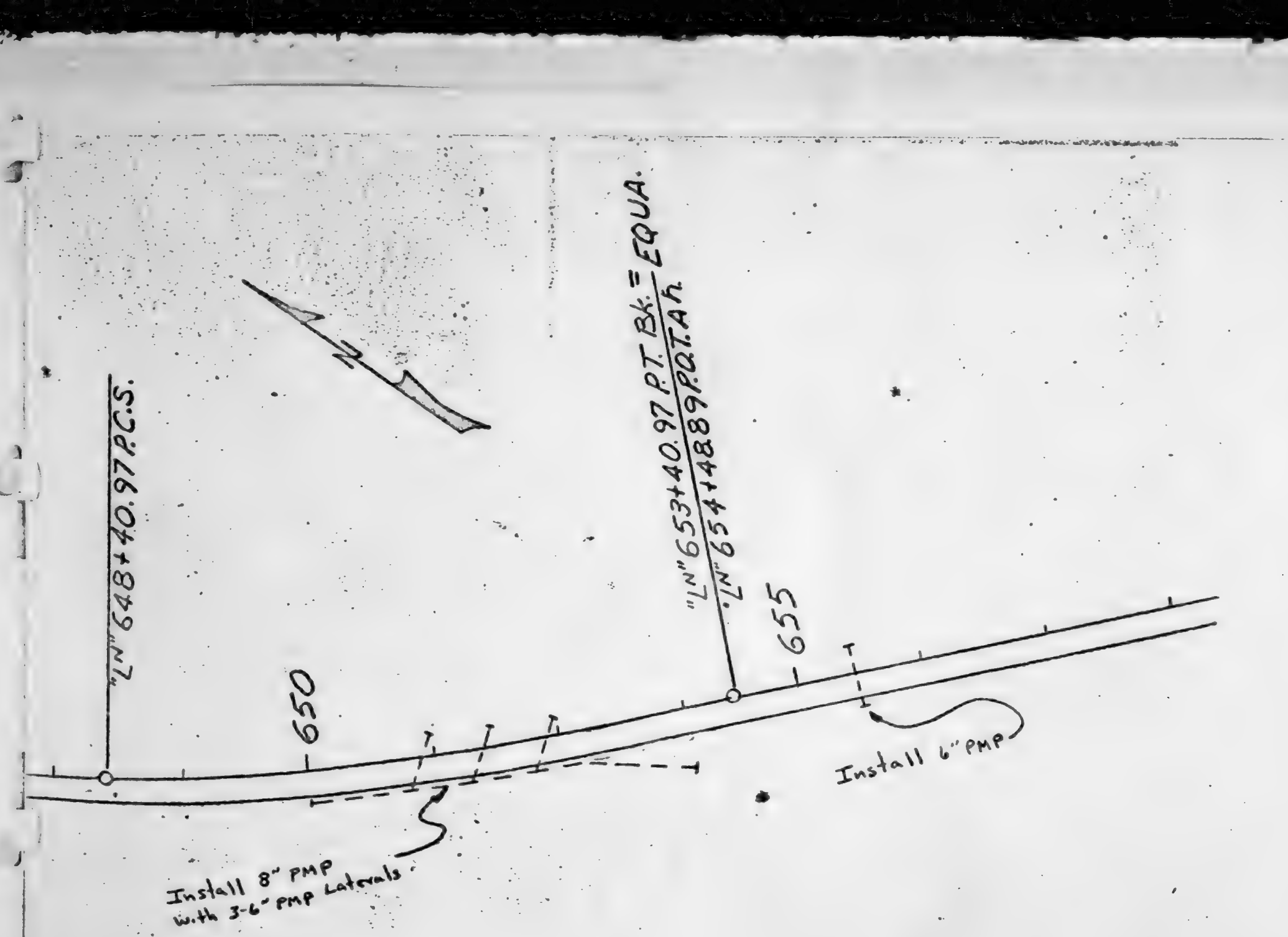
Submitted by: /s/ Jack C. McCormick
Resident Engineer
Jack C. McCormick

Approval Recommended: /s/ John Quiner II
Asst. Division Engineer

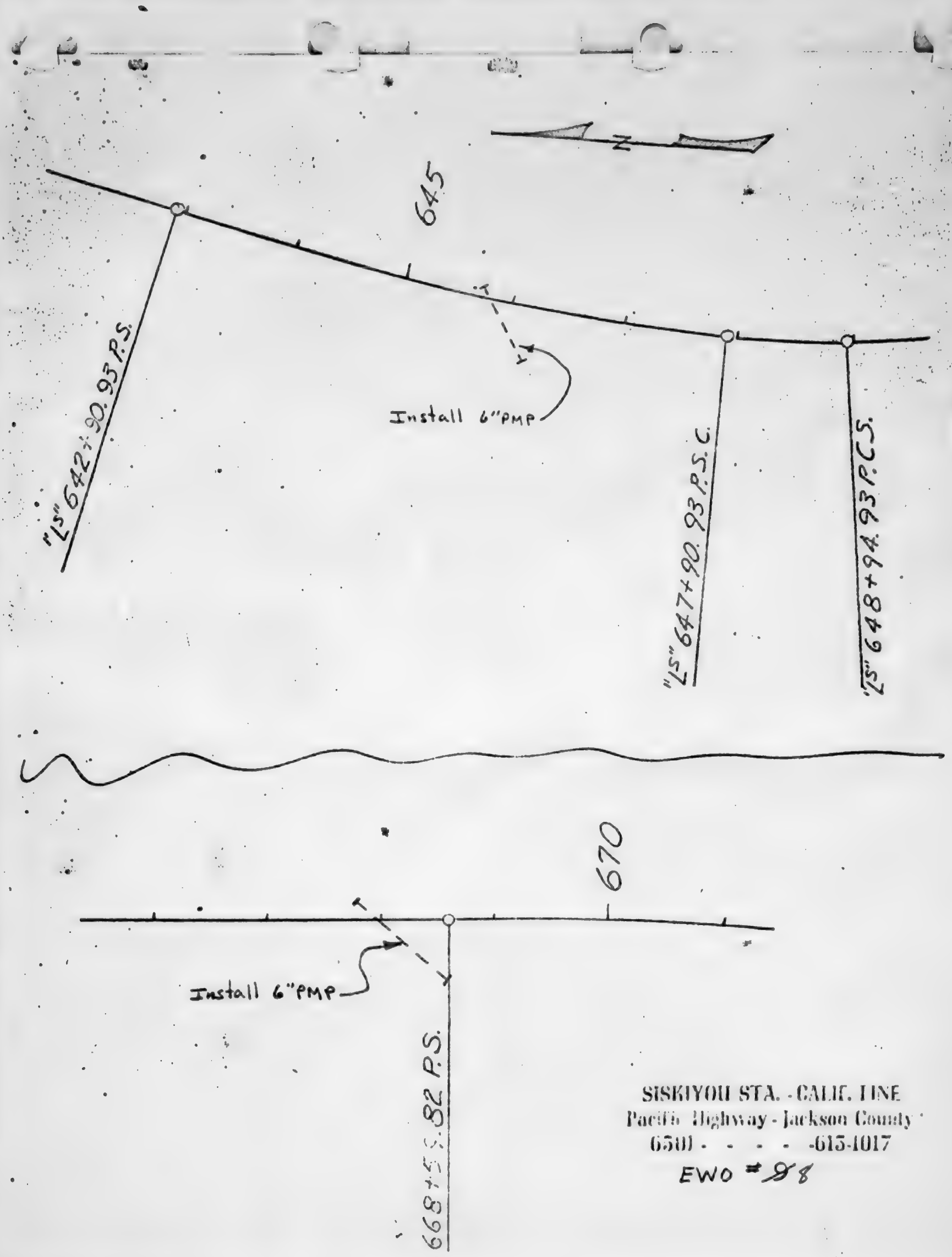
Approval Recommended: /s/ John A. Bond
Construction Engineer or Bridge Engineer

Approved /s/ L. H. Young
~~State Highway Engineer~~ ~~Deputy State Highway Engineer~~ Office Engineer.

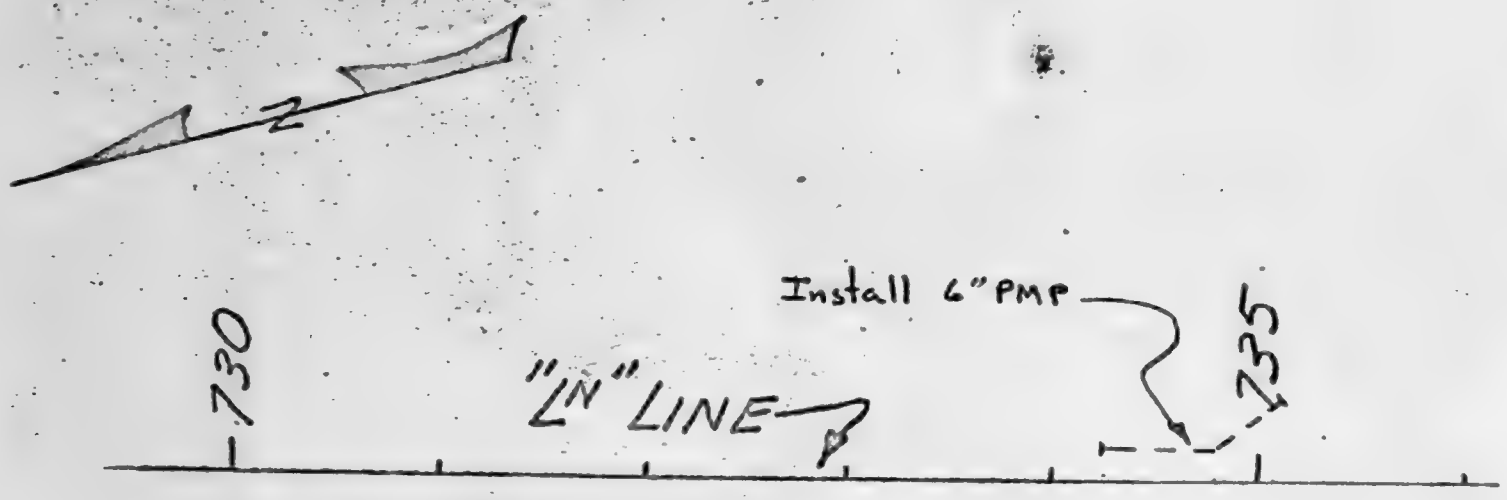
State Printing



SISKIYOU STA. - CALIF. LINE
Pacific Highway - Jackson County
6501 - - - - -615-1017
EWO #98



SISKIYOU STA. - CALIF. LINE
Pacific Highway - Jackson County
6501 - - - - -615-1017
EWO = 98



SISKIYOU STA. - CALIF. LINE
Pacific Highway - Jackson County
6501 - - - - - 615-1017
EWO # 98

RECEIVED
APR 7 - 1966
Form E-209—5M
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPRO
Contingent upon modification of project agreement to additional funds are
Date MAR 29 1966
E. E. Martin
Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Siskiyou Sta.-Calif. Line Date March 28, 1966

Highway Pacific Contract No. 6501

County Jackson Prefix 615-1017

Contractor Peter Kiewit Sons' Co. F. A. Project No. I-5-1(56)00

Address P.O. Box 391, Ashland, Oregon Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Excavate and remove slides and ravel material from fall out areas.
Salvage and reinstall 50.0 rods of type II fence.

Location by station numbers:

"B" 763+50 - 769+00
Ls 667+00
Ls 674+00
Ln 710+00

Fall out area 678+00 to 814+00

Estimate of quantities and cost:

Equipment	$11,000.00
Labor	3,000.00
Materials	500.00
TOTAL	$14,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work not included in original contract.

Telephone approval requested, March 28, 1966.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2775,225.37
Present estimate of project cost, including $14,500.00 for work under this order	$2878,510.52
Expected ~~MEGGEXTRA~~ over-run amount	$ 103,285.15
Expected ~~MEGGEXTRA~~ over-run per cent	3.7

Space to right of this line is for use of Salem Office

Submitted by: /s/ Jack C. McCormick
Jack C. McCormick Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Jay B. Boyd
Asst. Division Engineer

Approved: /s/ L. H. Young
~~DEPUTY STATE HIGHWAY ENGINEER~~
~~ASSISTANT STATE HIGHWAY ENGINEER~~
Office Engineer.

SP-6251-734

4-7-66

RECEIVED
MAR 21 1966
ENGINEERING

6511

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon allocation of project funds
NOV 17 1966
G I 1 NOV $1,575.00
G I P $1,034.00
W E Martin
Dist. Engineer

U.S. Bureau of Public Roads

Project Name Siskiyou Sta.-Calif. Line Date Feb. 28, 1966

Highway Pacific Contract No. 6501

County Jackson Prefix 615-1017

Contractor Peter Kiewit Sons' Co. F. A. Project No. I-5-1(56)00

Address PO Box 391, Ashland, Oregon Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

1. Remove and reinstall metal guard rails at locations where A.C. concrete curbs are to be constructed.

2. Install additional guard rail posts in flares "A" and "B".

Oregon Division Office Endorsement:

Federal participation is limited to the prorata share of Item 2.

Clifford T. Christianson
C. T. Christianson, Area Engr.

Location by station numbers:

1. See attached list.
2. On flares A & B as shown on plans.

Estimate of quantities and cost:

1. Remove and reinstall 8,750 l.ft. of rails

Equipment	180.00	
Labor	1,320.00	
Materials	75.00	1,575.00

NOTED F.B. HAAN

2. Install 84 (each) additional posts

Equipment	152.00	
Labor	420.00	
Materials	462.00	1,034.00
		$2,609.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

1. Guard was installed to utilize northbound lanes for winter traffic. Rails have to be removed for construction of Asph. Conc. curbs.
2. Additional posts in flares "A" & "B" will bring guard rail up to current standards revised Nov. 1964, Drawing #2094.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$2,775,225.37	
Present estimate of project cost, including $2,609.00 for work under this order	$2,864,010.52	
Expected over-run amount	$89,559.35	
Expected under-run / over-run per cent	3.2	

Submitted by: /s/ Jack C. McCormick, Resident Engineer

Approval Recommended: /s/ F. D. Morgan, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II, ASST. Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer / Assistant State Highway Engineer / Office Engineer.

State Printing

Filing 3-18-66

RECEIVED
FEB 14 1966
FOR FILING

Form CO-121 (11-63) (Proc. by A.O. 206-10)

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 9, 1966

In reply refer to: 08-35.DB-2

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
District Engineer

SUBJECT: Oregon I-5-1(56)00
Siskiyou Station-California Line Section
Pacific Highway
State Force Order No. 2
Total estimated amount of the Order $5,500.00
Federal participation $4,950.00

Reference is made to your letter dated February 7, 1966 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

4. The additional 10 acres noted is in the Siskiyou Station Interchange Area. This was not seeded under the previous contract since additional grading and finishing was included as a part of this project.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

REFERRED TO
Young w/attd.
BY ASST. STATE HWY. ENGR.
2-11-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106—6M

STATE COPY

APPROVED
Contingent upon verification of project [illegible] Federal funds [illegible]
FEB 2 1966
[illegible]
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Siskiyou Station-California Line Date October 26, 1965

Highway Pacific Contract No. 6501 F. A. Project No. I-5-1(56)00

County Jackson Prefix 615-1017 Account No. 224 - 238 -02

Description of Work To Be Done:

Seeding and Mulching

Location by Station Numbers:

Entire project

Estimate of Quantities and Costs:

22 acres Seeding and Mulching at $250.00/acre = $5,500.00

Explanation:

Original contract was set up for 12 acres at $250.00/acre = $3000.00. Extra 10 acres were left from grading contracts which were not feasible to seed and mulch at that time.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$2,775,225.37
Present estimate of project cost, including $5,500.00 for work under this order	$2,784,435.15
Expected ~~under-run~~ over-run (amount)	$9,209.78
Expected ~~under-run~~ over-run (per cent)	0.3%

Space to right of this line is for use of Salem Office

Submitted by: /s/ Jack C. McCormick, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II Asst. Division Engineer

Approved: /s/ L. H. Young ~~Deputy State Highway Engineer,~~ ~~Assistant State Highway Engineer~~ or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
FEB 14 1966

FOR FILING

Form CD-121 (11-63) (Prev. Ed. A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

DATE: February 9, 1966

In reply refer to: 08-35.DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-1(56)00
Siskiyou Station-California Line Section
Pacific Highway

REFERRED TO
By Asst. State Hwy. Engr.
2-14-66

Mr. Klaboe's January 24, 1966 letter again requested Federal participation in the cost of routing traffic from the existing highway to the northbound lanes of the subject project on the basis that the benefit quotient of 8.3 justified an early opening of this portion of the incompleted project.

His letter cited two instances, Halsey Interchange-Lane County Line Paving and Banfield Interchange, as examples showing that BPR has considered traffic benefits as a basis for Federal participation in the additional cost of the early opening of these sections to traffic.

In regard to the Halsey Interchange-Lane County Line Paving, our favorable recommendation of Program Item 273, Proposed Project I-5-4(51)211, as outlined in our May 16, 1961 memorandum to your department, was not accepted and the project has never been approved. Therefore, this is not considered a valid example.

The conditions existing at the Banfield Interchange were considerably different than the conditions on subject project in that Structure A was completed and in order to properly route traffic using this structure, temporary traffic controls were necessary for a period of time considerably in excess of one year. We have authorized the participation of Federal funds in the cost of such temporary traffic control devices in all instances involving the necessary diversion of traffic from and to completed portions of freeways to and from adjoining existing highways, usually two lanes in width. Such additional cost is considered necessary in satisfactorily completing the involved section of freeway for the safe passage of traffic.

On the subject project the additional expense was incurred solely because of the desire to divert traffic to a portion of the incompleted project, at an early date, not because it was necessary to satisfactorily complete the project to a connection with an adjoining existing section of highway.

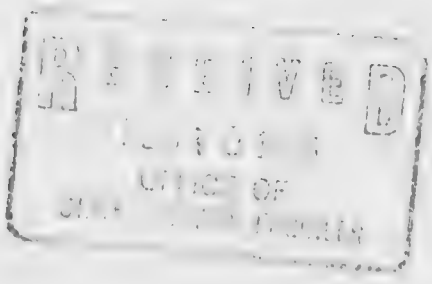
2-14-66

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

We don't feel that the cost-benefit ratio is applicable to situations of this type, but rather that determinations must be made on the basis of necessity in satisfactorily completing projects.

We reiterate that we do not consider the work in question to be eligible for the expenditure of Federal funds and trust that this matter is now closed.



RECEIVED
JAN 24 1966
FILING

334

January 24, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Oregon Project I-5-1(56)00
Siskiyou Station-California
Line Section, Pacific Highway

Attention: Mr. Marvin E. Martin

Dear Sir:

Reference is made to your letter of January 6 in which you deny Federal participation in the cost of opening a portion of this project to traffic. Your attention is once more directed to the benefit quotient of 8.3 justifying the early opening of this section.

I am forwarding a copy of a letter received by the State from Mr. C. G. Polk dated May 16, 1961, and a copy of Mr. Cooper's letter to Mr. Polk dated May 15, 1961, concerning the Halsey Interchange-Lane County Line paving project. I also forward a copy of an Extra Work Order dated January 11, 1963, approved by Mr. G. R. Brooks of your office.

These documents are submitted in support of our request for review of your negative decision. They show that the Bureau of Public Roads has considered traffic benefits and participated on this basis on other projects in the State.

Please, therefore, consider this letter as a request for a thorough review of your decision to disallow participation in the costs of temporary work necessary to open this project at an early date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
L. H. Young
F. D. Morgan

FBK:srb

Enclosures

FORM E-20 50M 3-65 SP*8470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 19, 1966

SUBJECT:

To:
Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

As requested in your Assignment No. 338 I have researched files of the Construction Division, Bridge Division and General Files in an attempt to find evidence of Bureau of Public Roads participation on the cost for temporary work necessary in connection with the opening of the "A" structure in the Banfield Interchange. I was able to find only three items which pertained to this matter. Number one, a letter of November 29, 1962 signed by A. A. Rear submitting State Force Order No. 5 in the amount of $11,500 for temporary signing. On the side of this letter is a notation, initialed by Ivan D. Merchant, which states non-participating by Bureau of Public Roads. On January 10, 1963 you wrote Mr. Merchant advising him that the State Highway Department was spending $13,000 of State funds for signing and so forth in order to open this section, and that an extra work order in the amount of $1,900 covering signs within the limits of the adjacent contract was being submitted, and that you had tentative approval of the Bureau of Public Roads for this particular order. The Bureau of Public Roads approved this order on January 11, 1963. Copies of all pertinent correspondence and orders are attached.

In discussing the matter of the State Force Order for $11,500 with Mr. Gardner, it was his remembrance that all contact with the Bureau in regarding this temporary signing was made on a verbal basis by Mr. Rear. Mr. Rear and Mr. Merchant are both out of the office and I have been unable to confirm my last statement.

Edwin A Pease

E. A. Pease
Construction Office Engineer

EAP:nh

Enc.

RECEIVED
JAN 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
January 17, 1966

SUBJECT: BPR Participation in Temporary Signing for Early Opening

To: Mr. E. A. Pease
Office Engineer
Construction Division
B U I L D I N G

I believe you will find that the Bureau of Public Roads participated in the costs for temporary work necessary in connection with the opening of the "A" structure in the Banfield Interchange.

Please check and advise me. Your check should include examination of extra work orders.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Routing

RECEIVED
JAN

Form CO-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 6, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-1(56)00
Siskiyou Station - California Line Section, Pacific Highway
Price Agreement No. 10

Mr. Young's letter of December 30, 1965 furnished copies of the subject Price Agreement, providing for additional Type 2 barricades required in connection with the opening of the newly constructed northbound lanes to two-way traffic for the winter months.

It is our contention that traffic could have utilized the existing routing over the old highway, as provided under this project and the previous grading contract, until completion of the entire project. We do not feel the use benefit analysis, submitted in support of this order, to be adequate justification for the additional expense involved in opening a portion of this section.

Since we have already participated in provisions for handling traffic over the existing highway, and because this work will not be beneficial to the completion of this project, we do not feel that this agreement can be considered for approval with respect to Federal participation.

Enclosure

REFERRED TO
By Asst. State Hwy. Engr.

Let's go to me
1-11-66

RECEIVED
JAN 10
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 28, 1965

SUBJECT: Estimated Benefits to Motorists
I-5
Siskiyou Station - California State Line

To:

F. D. Morgan
Construction Engineer
O f f i c e

Attention: D. E. Swan

In accordance with Mr. D. E. Swan's verbal request, we have computed the estimated benefits to the motorists over the next five months through the opening of the two northbound lanes of the relocated highway between Siskiyou Station and the California State Line to two-way traffic.

The attached tabulation shows the total time and distance savings over the next five months for this section of highway to amount to $94,900.

Additional construction costs to provide signing, striping, and barricades in order to open this section of highway to two-way traffic, amounts to $11,440.

On the basis of the estimated benefits to the motorists and the additional construction costs, the benefit quotient amounts to 8.3.

L. E. George
Assistant Traffic Engineer

GLS:mp
Attachment

Bond
Barbee
Walker
Glenn
Swan
RECEIVED
DEC 28 1965
CONSTRUCTION
DIVISION
Scott
Wills
Litchfield
Olson

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
December, 1965

I-5
SISKIYOU STATION - CALIFORNIA STATE LINE
Distance Costs

Total Vehicles

	Distance (Miles)	Additional Distance (Miles)	Estimated 1965 ADT	Estimated Add. Veh. Mi. (Jan-May 151 Days)	Estimated Cost Per Veh. Mile	Estimated Additional Distance Costs
New Alignment	5.1					
Old Alignment	6.1	1.0	3,800	573,800	$ 0.05	$ 28,690

Time Costs

Light Vehicles

	Travel Time (Hours)	Additional Travel Time (Hours)	Worth of Vehicle Hour	Worth Per Vehicle	Estimated Vol. (Jan - May 151 Days)	Estimated Additional Time Costs
New Alignment	0.1133					
Old Alignment	0.1743	0.0610	$ 1.80	$ 0.11	470,516	$ 51,757

Commercial Vehicles

New Alignment	0.1457					
Old Alignment	0.2033	0.0576	$ 2.45	$ 0.14	103,284	$ 14,460

Total Time & Distance Savings (151 days)	$ 94,907
Additional Construction Cost	$ 11,440
Benefit Quotient	8.30

to BPR

#6044

Contract No. 6044 Section Structures B. C. D. & E Banfield Interchange F.A. No. I-5-6-(32) 303

Type Order EWO No. 7 Amount $1,900 Funds in Project Auth. No

Status of Total Project Authorization Over ____% $____ Under 3.4 % $201,720

Explanation (Why) and Comments Temporary & Permanent signing necessary for proper Control of traffic and warn motorists of Converging Traffic

Price Checked by Cost Analyst_____ Discussed Field Const. Engr._____

Discussed B. P. R. Jan 11 1963 by Klaboe & Rear

Action Recommended B.P.R. Approval by Schell

Authorized to proceed due to emergency or unusual condition: YES X NO_____

Date Work Started Jan 11, 1963

CC: Mr. A. W. Parsons
Bureau of Public Roads

H. B. Parker Room 205

to BPR

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

JAN 11 1963

U.S. Bureau of Public Roads

Project Name Banfield Interchange, Strs. B, C, D, & E Date January 15, 1963

Highway Pacific Contract No. 6044

County Multnomah Prefix 626-1072

Contractor Donald M. Drake Company F. A. Project No. I-5-6(32)303

Address 1600 N. W. Savier St. - Portland 9, Oregon Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install warning, regulatory and miscellaneous signs, posts and hardware as detailed on attached drawing. Remove temporary detour signing at the end of the Banfield Freeway.

1. Maximum rates allowable as per A.G.C. state agreement.
2. Percentage allowed contractor is in accordance with executed contract for this job.

Location by station numbers:

Throughout Structure "A".

Estimate of quantities and cost:

Labor	- - - - -	$770
Equipment	- - - - -	230
Materials	- - - - -	900
	TOTAL -	$1,900

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The signs covered in this work order are required for opening Structure A to traffic and were not included in the contract signing for that job. Since it is now complete, the contractor for Structures B, C, D, & E is the only one working in the area and available to do the work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$5,989,720.50	
Present estimate of project cost, including $1,900.00 for work under this order	$5,788,000.00	
Expected under-run ~~over-run~~ amount	$201,720.50	
Expected under-run ~~over-run~~ per cent	3.4%	

Submitted by: _____ Resident Engineer

Approval Recommended: _____ Division Engineer

Approval Recommended: _____ Construction Engineer or Bridge Engineer

Approved _____ Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing

NOTED
TRAFFIC CONTROL

to BPR

FORM E-30 10M 8-62 43200

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
January 17, 1963

To: Mr. Ivan Merchant
Bridge Engineer
State Highway Building
Salem 10, Oregon

SUBJECT: Banfield Interchange
Contract: 6044
Prefix: 626-1072
Bridge #8588

Herewith Order for Extra Work #7 in the amount of $1,900.00 covering the cost of erecting signs in accordance with the attached plan.

Mr. Klaboe received the approval of the Bureau of Public Roads on January 11 and the materials were ordered on that date.

Alfred A. Rear
Assistant Metropolitan Engineer

AAR/ca
CC: Mr. J. D. Howard
Att.

Dist Hdrs 1/22/63
3 copies Orin Klaboe
1 " Acctg
1 " Hdrs (C&G)

RECEIVED
JAN 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JAN 18 1963 PM
7 8 9 10 11 12 1 2 3 4 5 6

NOTED
TRAFFIC CONTROL
ENGR.

to BPK

January 28, 1960

Mr. W. H. Parsons
Chief Engineer
The Dalles-California Highway
1727 College Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Re: Cable Box Drive Unit No. 7
Dalles-California Interchange, Structures
B, C, D, and E
Contract No. 6(4)
Wasco County

Herewith is Order for Extra Work No. 7 which has been initiated to cover the additional bar reinforcing and installing cables, conduit, miscellaneous light, etc., as detailed on the attached drawing, and the resulting temporary power lighting at the end of the Dalles Bridge.

These required items were not included in the original contract for Structure "E" of this section, but are required in order to open this structure to traffic. The only contract available to perform this work is the contract working on Structures B, C, D, and E. This work has been discussed between Mr. Hibbs, our Interpublic Engineer, and your Mr. Schell on January 21, 1960, and Mr. Schell gave tentative approval, and authorized the work to proceed.

May we have your approval and charge the same to the contract as a contingency?

Very truly yours,

Evan B. Hovelund
Bridge Engineer

WCA:in
Attached

cc: Mr. J. W. Hacker/ etc.
Mr. L. H. Young
Mr. C. H. Nelson

+ BPR

#5288

#5871

FORM E-30 10M 8-62 42000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
January 10, 1963

SUBJECT: Opening of the "A" Structure
Contract: 5871

To: Mr. Ivan Merchant
Bridge Engineer
State Highway Building
Salem 10, Oregon

Reference is made to the contemplated opening of the Holladay and Glisan Street ramps of the "A" Structure and the incidental work that will be necessary to facilitate handling of traffic. We have been informed by the Bureau of Public Roads that the ends of the ramps in the Banfield Interchange area would be the limiting points for Federal participation. As a result, the State Highway Department is spending $13,000 of State funds for signing, illuminating and striping the areas beyond said ramp terminals.

Included within the limits of the Interstate project are a number of temporary sign installations which we consider necessary. A sketch map and estimate is enclosed showing the joint proposal of the Metropolitan and Traffic Division. We have requested Federal participation for this $1,900 worth of traffic control devices. The Bureau of Public Roads has indicated their temporary approval, and we are proceeding to execute an Extra Work Order with the contractor for the B, C, D and E Structures (Contract 6044) since he still has work in the area, and is the only contractor available.

F. B. Klaboe
Metropolitan Engineer

FBK:sb

Enclosures

Except flasher at N.E. Irving Street.

FBK.

cc: Mr. Dennis Peterson
Mr. L. E. George

Bureau of Public Roads
Attention: Mr. Herb Schell

BRIDGE DIVISION
JAN 1
7 8 9 10 11 12 1 2 3 4 5 6 PM

FORM E-20 (OM 8-62) 43906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
November 29, 1962

To: Mr. Ivan Merchant
Bridge Engineer
State Highway Building
Salem 10, Oregon

SUBJECT: Banfield Interchange--
Structure "A"
Contract: 5871
Prefix: 626-1058
Bridge No: 8588-A

Herewith order for State Force Work #5 in the amount of $11,500 covering the cost of erecting and illuminating signs between Ankeny and Glisan Streets, and the installation of other traffic control measures for the orderly control of traffic following the opening of Structure "A" of the Banfield Interchange.

The Maintenance Division requested that the signs be illuminated, and the cost of this work is included in the order. Your approval is recommended.

Alfred A. Rear
Assistant Metropolitan Engineer

AAR/ca
CC: John Howard

Dupl 12/6/62
3 copies Dixon
1 " Acuff
1 " Parling
1 " Sign Dept.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM DEC 3 - 1962 PM
7,8,9,10,11,12,1,2,3,4,5,6

Form A-10e—5M—10-57

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS Order No. 5

Project Name Deadfield Interchange (Structure A) Date November 26, 1962

Highway Pacific Contract No. 5871 F. A. Project No. I-5-6(22) 303

County McKinnon Prefix 626-1058 Account No. 276

Description of Work To Be Done:

Furnish, erect and illuminate signs as detailed on attached drawing. This includes furnishing and erecting two new cantilever mast arm and one butterfly mast arm sign structure. Remove old signs and structures not required. Construct new island; remove existing island and construct "jiggle bar" divider and stripe on Gibson Street between Union and Grand Avenue.

Stripe Third Avenue, Couch and Ankeny Streets.

All work to be done by State Highway Department Forces.

Location by Station Numbers:

Throughout Project.

Estimate of Quantities and Costs:

	Signs, Islands & Striping	Illuminate Signs	Total
Material	$3,500	$3,500	$7,000
Labor	2,000	1,500	3,500
Equipment	500	500	1,000
			$11,500

Explanation:

Change in traffic pattern resulting from the opening of this structure to traffic makes this work necessary.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 1,168,972.4
Present estimate of project cost, including $11,500 for work under this order	$ 1,140,400
Expected under-run / ~~over-run~~ (amount)	$ 28,572.4
Expected under-run / ~~over-run~~ (per cent)	2.5%

Space to right of this line is for use of Salem Office

Submitted by: D. L. Ferrell
Resident Engineer

Approval Recommended: Alfred E. Rue
Division Engineer

Approval Recommended: Lloyd V. Blankenship
Construction Engineer or Bridge Engineer

Approved: I. M. Tiffany
Deputy State Highway Engineer or Assistant State Highway Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing 7523

FORM E-123-H 6-60 1-61

COMMISSIONERS
M. K. McKEE, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 15, 1962

CONSTRUCTION DIVISION
RECEIVED
MAY 15 1962
NOTED-- [signature] FOR COE

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

There has been some criticism expressed regarding the smoothness and riding qualities of a section of the Halsey Interchange-Lane County Line paving project, Contract No. 5478, I-5-4(30)204; more specifically the section referred to being the northbound lanes lying between the Halsey Interchange and Belts Road, a distance of approximately 5.8 miles.

In this connection, it must be admitted that the pavement riding surface is not up to our usual standards; however, we believe that the conditions under which this pavement was laid and the reasons for so doing should be considered.

Last fall the section from Albany to Halsey Interchange had been completed on the north end and the section from Belts Road to the "A" Street Interchange and penetrating spur to connect with the existing Pacific Highway in Eugene could be completed on the south end with no impairment of quality. These facts then left us with a 5.8-mile section of partially surfaced highway incomplete between Halsey Interchange and Belts Road. The noncompletion of this section would require all the traffic between Albany and Eugene to use the longer and more circuitous existing highway. As you know, the existing route is six miles longer and traverses numerous towns and settlements. In this connection, I submit herewith an analysis of the monetary benefits per day accruing to the traveling public by use of the new freeway facility over the existing road. These amount to $7,532 per day. There are, of course, more intangible benefits, such as reduction of accidents, public relations, et cetera, which are significant.

In view of the foregoing, it was decided to complete two lanes in spite of the late season, inclement weather, and adverse conditions so as to provide continuity of travel along the freeway and open the facility eight months ahead of possible completion under normal circumstances. The surfacing and paving in the late fall resulted in a

pavement that was rougher than desired but was structurally sound. It is evident at this time that we made the proper decision with regard to completion and opening with a consequent aggregate saving to the motoring public of $1,200,000 for the period.

It has become evident that the two northbound lanes put into service should have a 1½-inch A.C. overlay, with additional material for leveling put in, to bring it up to the level of quality of our other work in the area.

In this connection, we are asking your approval and participation in the work above outlined which is estimated to cost $121,000. It is thought that this work should be accomplished under a separate contract in the summer of 1962.

Very truly yours,

W. C. Williams
State Highway Engineer

By Original Signed
Forrest Cooper

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. J. D. Walker

1-5-13-K

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

May 16, 1961

C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

Oregon Project I-5-4(30)204
Halsey Interchange - Lane County Line Paving

We have received and reviewed your submission of May 15, 1961, concerning the proposed additional paving of the northbound lanes lying between Halsey Interchange and Belts Road, subject project.

Study of your road user cost analysis and consideration of the intangible benefits mentioned in your letter combine to show the work as planned and executed last fall was definitely in the public interest, and that a very substantial saving to traffic resulted thereby.

We are prepared to make a favorable recommendation to our Regional office when your Department submits a PR-1 form to program the work under a separate agreement number.

Attn: Burton Dl.

CONSTRUCTION DIVISION
RECEIVED
MAY 17 1961
NOTED- FWB ACE ACE ACE COE
CB

NOTED
FOREST COOPER

RECEIVED
JAN 11 1966
FOR FILING

FHWA-20-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-5-1(56)00

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: January 6, 1966

In reply refer to: 08-35-DB

SUBJECT: Oregon Project I-5-1(56)00
Siskiyou Station - California Line Section
Pacific Highway
State Force Order No. 3

Mr. Young's letter of December 30, 1965 furnished copies of the subject order providing for temporary signing, barricades, striping and illumination of detours required in connection with the opening of the newly constructed northbound lanes to two-way traffic for the winter months.

It is our contention that traffic could have utilized the existing routing over the old highway as provided under this project and the previous grading contract until completion of the entire project. We do not feel the user benefit analysis, submitted with this order, to be adequate justification for the additional expense involved in opening a portion of this section since it will not be advantageous to the ultimate completion of the project.

For these reasons, we do not feel that this work can be considered eligible for approval with respect to Federal participation.

$73,000

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.
1-11-66

RECEIVED
JAN 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM L- [illegible] DOM 12-63

RECEIVED
JAN 10 1966

GLEN H. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
[illegible]
Ashland, Oregon
December 30, 1965

Peter Kiewit Sons' Co.
711 East Main Street
Medford, Oregon

Subject: Stop Work Order
Siskiyou Sta.-Calif. Line
Contract 6501

This letter is to inform you that this office is issuing a stop work order on the subject contract for grading and paving only, effective 8:00 A.M., 24 December 1965, due to inclimate weather. This will be effective until more suitable weather exists.

NOTED
F.B. KLABOE

Jack C. McCormick
Resident Engineer

by J E Holland
James E. Holland
Assit. Res. Engr.

NOTED
F. B. KLABOE

cc F.D. Morgan (2)
L. R. Chandler
file

Routing
2 Morgan
Docker
1 Bond B
Barbee
Walker
Glenn
3 Swan
RECEIVED
JAN 5 1965
CONSTRUCTION
DIVISION
[illegible]
Morelock
Trebon
Scott
Wills
Litchfield
Olson
RECEIVED
JAN 5 1966
OFFICE OF
STATE HIGHWAY ENGINEER

1-5-66
Copy sent to Klaboe per Bond - Bjm

1/5
Copy sent to office Engr.
EAO

RECEIVED
DEC 31 1965
FOR FILING

December 30, 1965

Mr. L. H. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 3, Account Nos. 274 and 278, covering temporary signing, barricades, striping and illumination of detours on the Siskiyou Station-California Line Section of the Pacific Hwy. in Jackson County, Contract No. 4501, in connection with Federal-Aid Project No. I-5-1(56)00.

This work is necessary for the protection and guidance of the travelling public to use 2 lanes of the newly constructed highway over the Siskiyou Summit this winter. This work is considered to be in the public interest based on estimate by our Traffic Division which shows a benefit quotient of 8.3. Copies of the estimate are attached.

State Forces have the equipment, personnel and materials to do the work more economically and expeditiously than by contract method. To have the contractor do the work would require move-in costs and he does not have the special equipment needed to do the work economically.

This work has been discussed with the [illegible] and the Field authorized to proceed December 13, 1965 as an emergency measure to expedite use of this new section of highway. Your approval as of that date, under the provision of PPM 21-6.3, on actual cost basis, is requested.

The estimated amount of the order is $7,300 with Federal participation of $6,570.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:ed

RECEIVED
DEC 22 1965
FOR FILING

Route to Porter Wolfe

DEC 20 65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 17, 1965

SUBJECT: Siskiyou Station-California Line Section
Traffic Pattern
Open December 21, 1965

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

NOTED
R. L. PORTER

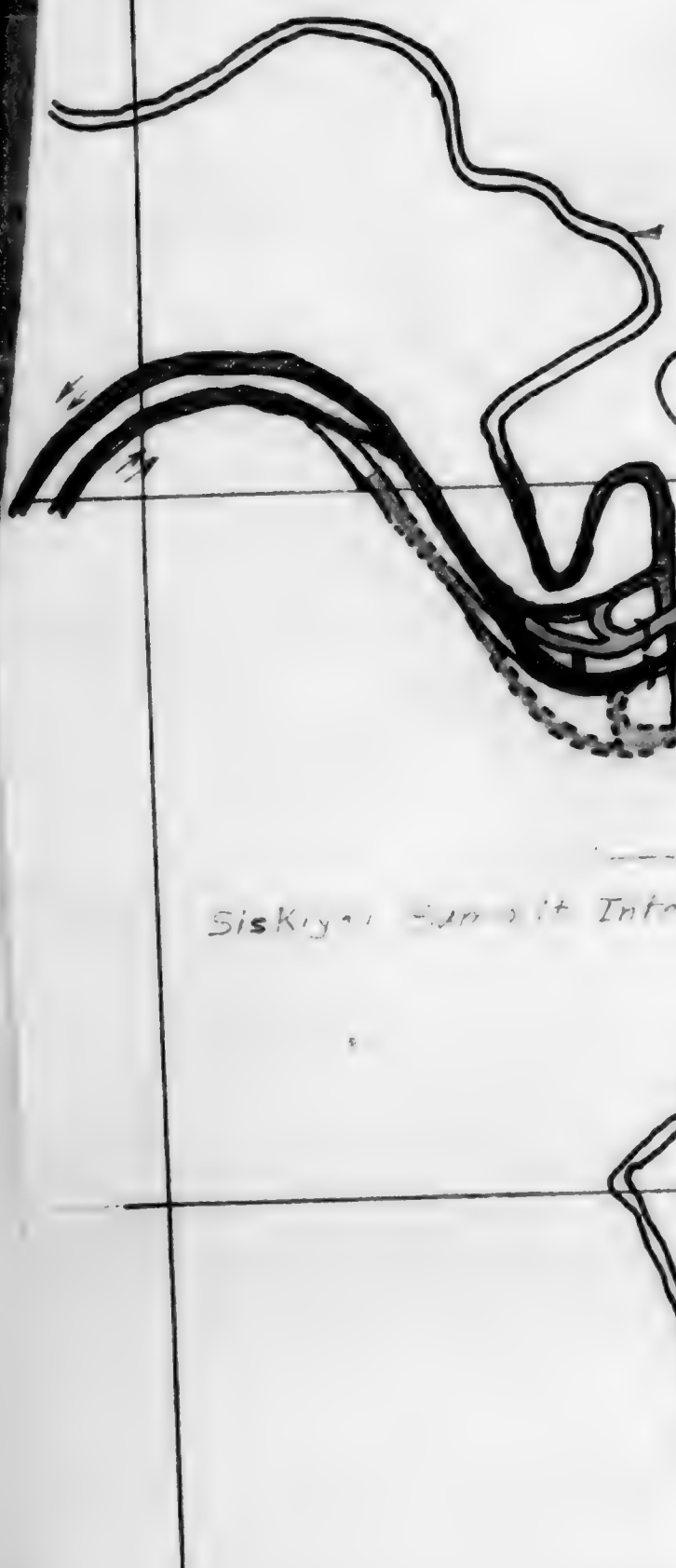
Herewith a sketch map showing the proposed traffic pattern to be used when the Siskiyou Station-California Line Section of Interstate 5 is opened to two-way traffic at 12 noon on December 21, 1965. This is for your information.

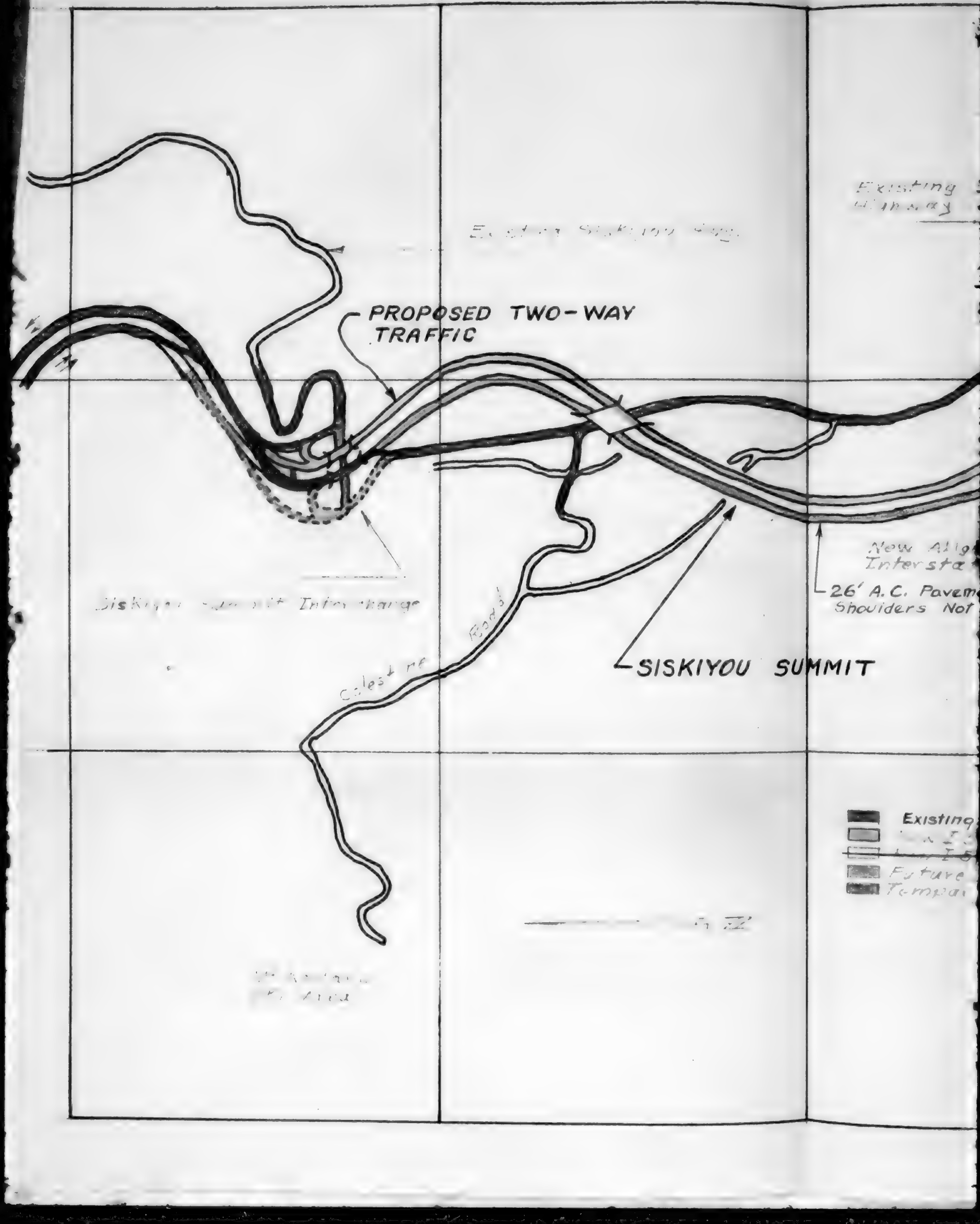
F. D. Morgan
Construction Engineer

FDM:fp
Enc.
cc L. R. Chandler - w/enc.

NOTED
F. B. KLABOE

RECEIVED
DEC 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER


PROPOSED TWO-WAY
TRAFFIC
SISKIYOU SUMMIT
Road
Celestine


PROPOSED TWO-WAY TRAFFIC
SISKIYOU SUMMIT
Existing
Future
Temporary

Scale 3½" = 1 Mile

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PROPOSED TWO-WAY
TRAFFIC

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erstate 5

C. Pavement Complete
ers Not Paved

State Line Interchange

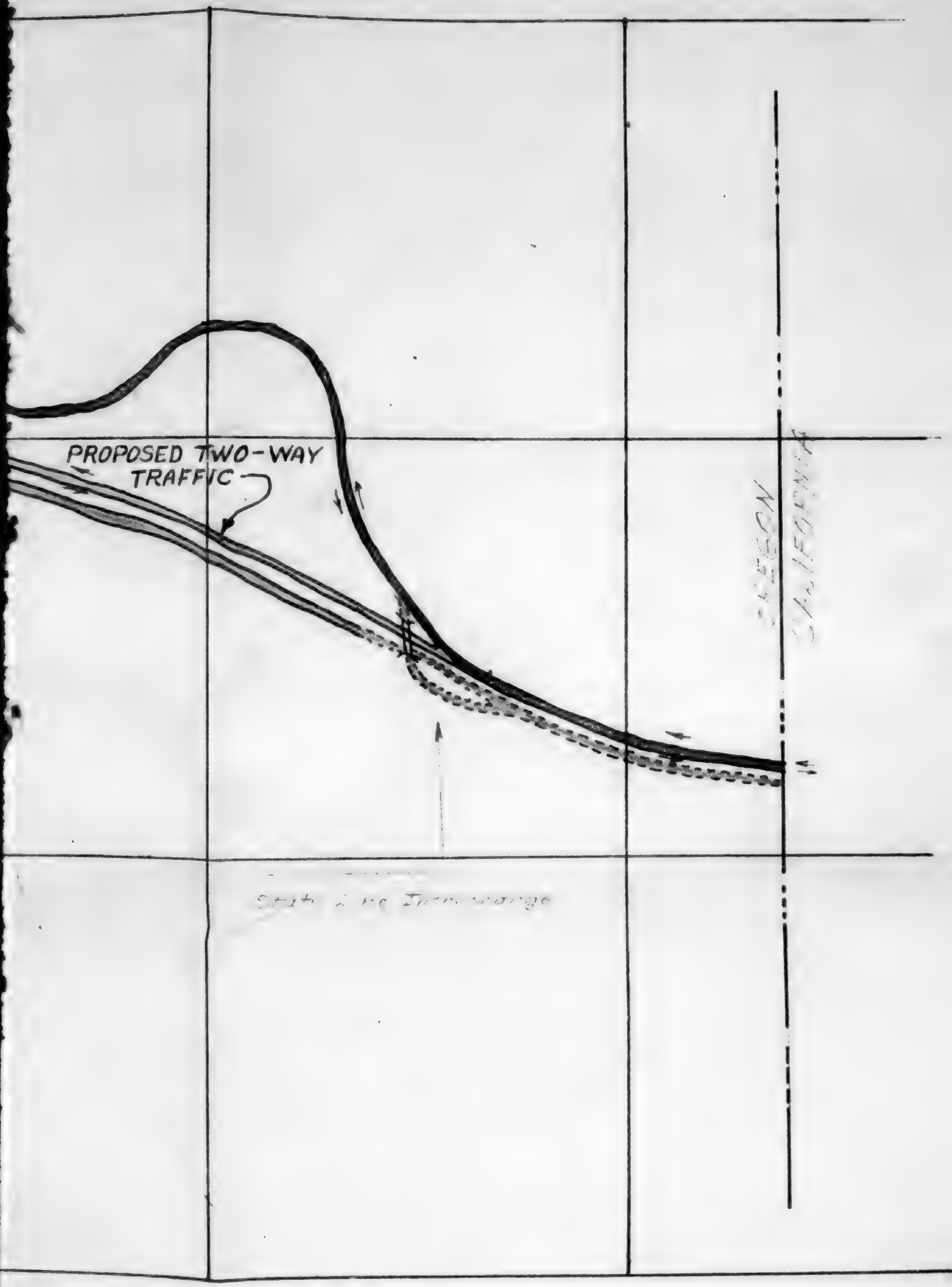
LEGEND

Existing Traffic Pattern 12-15-65

[illegible]

Pacific Highway – I-5

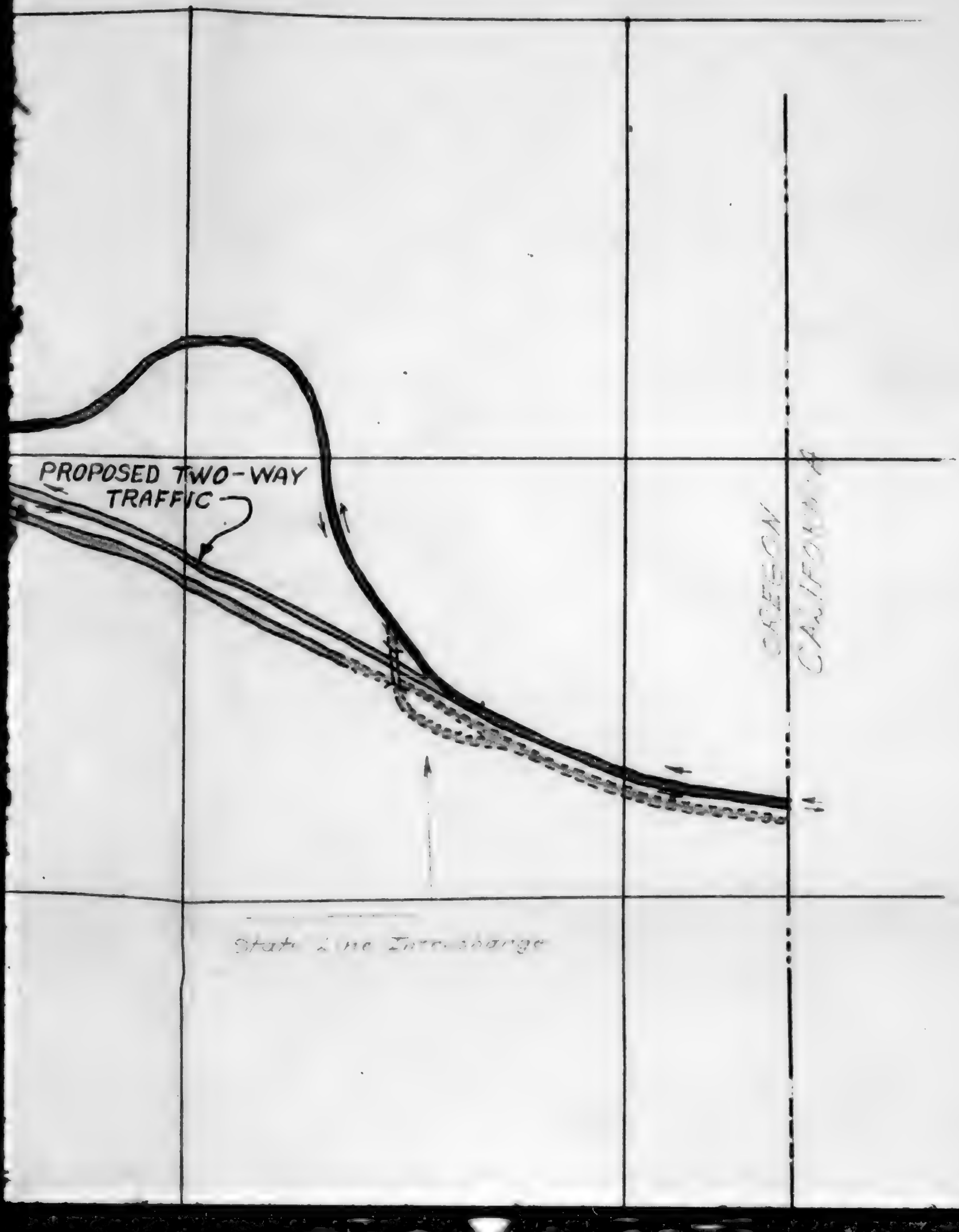
Scale 3½" = 1 Mile (APPD.) DEC. 1965



OREGON STATE HIGHWAY DEPARTMENT
DIVISION III - ROSEBURG

SKETCH MAP

Siskiyou Station - California Section
Pacific Highway - I-5
Scale 3½" = 1 Mile (App.) Dec. 1965



FORM E-30 50M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 13, 1965

SUBJECT:

Assignment No. 279
Siskiyou Station-State Line Section
Pacific Highway
Extension of Time

To:

Mr. Victor D. Wolfe
Administrative Assistant
BUILDING

Reference is made to the subject assignment concerning a request for an extension of time submitted by the contractor on the subject section.

We are recommending an extension of time amounting to 9 calendar days based on the addition of extra thickness of the bituminous base material by a price agreement. The Bureau of Public Roads has concurred in an extension in this amount. This extension to October 10, 1965 will reduce the liquidated damages by $3,780. Liquidated damages are assessed against the contractor at the rate of $420 per calendar day.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By

John A. Bond
Staff Assistant

DES:nh

Attach

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6501 Contractor Peter Kiewit Son's Co.

Highway Pacific

Section Siskiyou Station - California Line.

Kind of Work Grading, Paving, Signing & Structures.

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ **GRANTED**. The reasons for such recommendation are as follows:

~~Due to the delay in award of the Siskiyou Summit-Cal. Line grading contract, which controlled the starting time for the subject contract a thirty calendar day extension is justified.~~
In addition, Nine calendar days (seven work days) were agreed to due to the addition of extra bituminous base thickness by price agreement.

Recommended for Approval:

John Quiggle
Division Engineer

John Lind by D. H. Lauman
Construction Engineer or Bridge Engineer

M. K. Lobe
State Highway Engineer

Contract No. 6501

Project designation I-5-1(56)00
State-Federal

Date awarded September 25, 1964.

Work started October 12, 1964.

Per cent completed 43% - Sept. 29, 1965.

Date - October 1, 1965.

No. of Workdays Allowed

No. of Workdays Used

Request ext. to ~~Nov. 9~~ Oct 10

~~No. of Added Workdays Requested~~

E—230 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 21, 1965

Gentlemen:

We, the undersigned, respectfully request an ~~increase~~ extension in the ~~number of workdays~~ Completion date from Oct 1,1965 by 50 ~~days~~ work days, within which to complete our Contract No. 6501, without the assessment of liquidated damages. The said contract is described as follows: Siskiyou Station-California Line, Grading, Paving, structures and Signing.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The estimated completion date as set forth in our contract for the Siskiyou Summit-California Line, Grading (Sta 634+00 to Sta 698+28) was June 30, 1965. Actual completion was September 11, 1965. The estimated completion date for Siskiyou Station-Siskiyou Summit, Grading was Mayl,1965. Actual completion was June 22, 1965. Our contract requires the base laydown and paving of these grades. This request for time extension is in addition to any extensions allowed on any of the Price Agreements or Extra Work Orders. The workdays requested are as defined in Supplemental General Provisions, pages 6,7, and 8 of the Contract.

Respectfully submitted, Issue of July 1, 1963

PETER KIEWIT SONS' CO.
Contractor

By R. L. Legg Area Manager
R. L. Legg, Area Manager

CONSENT OF SURETY

Date September 21, 1965

We, THE ÆTNA CASUALTY AND SURETY COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Kenneth C. Kraig
Attorney-in-fact Kenneth C. Kraig

(SEAL)

Robert B. Clarke
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6501 Contractor Peter Kiewit Son's Co.

Highway Pacific

Section Siskiyou Station - California Line.

Kind of Work Grading, Paving, Signing, & Structures.

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ **GRANTED**. The reasons for such recommendation are as follows:

Due to the delay in award of the Siskiyou Summit-Calkins grading contract, which controlled the starting time for the subject contract a thirty calendar day extension is justified. In addition, Nine calendar days (seven work days) were agreed to due to the addition of extra bituminous base thickness by price agreement.

Recommended for Approval:

John Quaempler II
Division Engineer

for
Construction Engineer or ~~Bridge Engineer~~

Assistant State Highway Engineer

Contract No. 6501

Project designation I-5-1(56)00
State-Federal

Date awarded September 25, 1964.

Work started October 12, 1964.

Per cent completed 48% - Sept. 29, 1965.
Date

Completion Date: October 1, 1965.

~~No. of Workdays Allowed~~

No. of Workdays Used

Request ext. to ~~Nov~~ Oct 10

~~No. of Addl. Workdays Requested~~

E—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 21, ..., 1965

Gentlemen:

We, the undersigned, respectfully request an ~~increase~~ extension in the ~~number of workdays~~ Completion date from Oct 1,1965 by 50 ~~days~~ work days, within which to complete our Contract No. 6501, without the assessment of liquidated damages. The said contract is described as follows: Siskiyou Station-California Line, Grading, Paving, structures and Signing.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The estimated completion date as set forth in our contract for the Siskiyou Summit-California Line, Grading (Sta 634+00 to Sta 698+28) was June 30, 1965. Actual completion was September 11, 1965. The estimated completion date for Siskiyou Station-Siskiyou Summit, Grading was Mayl,1965. Actual completion was June 22, 1965. Our contract requires the base laydown and paving of these grades. This request for time extension is in addition to any extensions allowed on any of the Price Agreements or Extra work Orders. The workdays requested are as defined in Supplemental General Provisions, pages 6,7, and 8 of the Contract.

Respectfully submitted, Issue of July 1, 1963

PETER KIEWIT SONS' CO.
Contractor

By R. L. Legg Area Manager
R. L. Legg Area Manager

CONSENT OF SURETY

Date September 21, 1965

We, THE ÆTNA CASUALTY AND SURETY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact Kenneth C. Kraig

(SEAL)

Robert B. Schenck Jr.
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6501 Contractor Peter Kiewit Son's Co.

Highway Pacific

Section Siskiyou Statio.. - California Line.

Kind of Work Grading, Paving, Signing, & Structures.

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ **GRANTED**. The reasons for such recommendation are as follows:

~~Due to the delay in award of the Siskiyou Summit-Cal Line grading contract, which controlled the starting time for the subject contract a thirty calendar day extension is justified~~ In addition, Nine calendar days (seven work days) were agreed to due to the addition of extra bituminous base thickness by price agreement.

Recommended for Approval:

John Quenzer
Division Engineer

John Wiard by K.E.
for Construction Engineer or Bridge Engineer

M. Loberg
State Highway Engineer

Contract No. 6501

Project designation I-5-1(56)00
State-Federal

Date awarded September 25, 1964.

Work started October 12, 1964.

Per cent completed 48% - Sept. 29, 1965.

Completion Date: October 1, 1965.
Date
~~No. of Workdays Allowed~~

No. of Workdays Used Oct. 10

Request ext. to ~~No. of Added Workdays Requested~~

E—330 (Rev.)—SM—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 21, 1965

Gentlemen:

We, the undersigned, respectfully request an ~~increase~~ extension in the ~~number of workdays~~ Completion date from Oct 1, 1965 by 50 ~~days~~ work days, within which to complete our Contract No. 6501, without the assessment of liquidated damages. The said contract is described as follows: Siskiyou Station-California line, Grading, Paving, structures and Signing.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The estimated completion date as set forth in our contract for the Siskiyou Summit-California Line, Grading (Sta 634+00 to Sta 698+28) was June 30, 1965. Actual completion was September 11, 1965. The estimated completion date for Siskiyou Station-Siskiyou Summit, Grading was May1,1965. Actual completion was June 22, 1965. Our contract requires the base laydown and paving of these grades. This request for time extension is in addition to any extensions allowed on any of the Price Agreements or extra work Orders. The workdays requested are as defined in Supplemental General Provisions, pages 6,7, and 8 of the Contract.

Respectfully submitted, Issue of July 1, 1963

PETER KIEWIT SONS' CO.
Contractor

By R. L. Legg Area Manager
R. L. Legg Area Manager

CONSENT OF SURETY

Date September 21, 1965

We, THE ATNA CASUALTY AND SURETY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact Kenneth C. Kraig

Robert B Clark Jr.
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6501 Contractor Peter Kiewit Son's Co.

Highway Pacific

Section Siskiyou Station - California Line.

Kind of Work Grading, Paving, Signing, & Structures.

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

~~Due to the delay in award of the Siskiyou Summit-Cal Line grading contract, which controlled the starting time for the subject contract a thirty calendar day extension is justified. In addition,~~ Nine calendar days (seven work days) were agreed to due to the addition of extra bituminous base thickness by price agreement.

Recommended for Approval:

John Conway
Asst. Division Engineer

John Bond by D E Swan
for Construction Engineer or ~~Bridge Engineer~~

J W Kloster
Assistant State Highway Engineer

Contract No. 6501

Project designation I-5-1(56)00 State-Federal

Date awarded September 25, 1964.

Work started October 12, 1964.

Per cent completed 48% - Sept. 29, 1965.

Completion Date: October 1, Date 1965.

~~No. of Workdays Allowed~~

No. of Workdays Used

Request ext. to ~~Nov. X~~ Oct. 10

~~No. of Added Workdays Requested~~ XX

E—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 21, 1965

Gentlemen:

We, the undersigned, respectfully request an ~~increase~~ extension ~~in the number of workdays~~ Completion date from Oct 1,1965 by 30 ~~days~~ work days, within which to complete our Contract No. 6501, without the assessment of liquidated damages. The said contract is described as follows: Siskiyou Station-California Line, Grading, Paving, structures and signing.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The estimated completion date as set forth in our contract for the Siskiyou Summit-California Line, Grading (Sta 634+00 to Sta 698+28) was June 30, 1965. Actual completion was September 11, 1965. The estimated completion date for Siskiyou Station-Siskiyou Summit, Grading was May1,1965. Actual completion was June 22, 1965. Our contract requires the base laydown and paving of these grades. This request for time extension is in addition to any extensions allowed on any of the Price Agreements or Extra Work Orders. The workdays requested are as defined in Supplemental General Provisions, pages 6,7, and 8 of the Contract.

Respectfully submitted, Issue of July 1, 1963

ETNA KLAMATH SONS' CO.

Contractor

By R. L. Legg Area Manager
R. L. Legg Area Manager

CONSENT OF SURETY

Date September 21, 1965

We, THE ETNA CASUALTY AND SURETY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Kenneth C. Kraig
Attorney-in-fact Kenneth C. Kraig

(SEAL)

Robert B. Clarke
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6501 Contractor Peter Kewit Son's Co.

Highway Pacific

Section Siskiyou Station - California Line.

Kind of Work Grading, Paving, Signing, & Structures.

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ **GRANTED.** The reasons for such recommendation are as follows:

~~Due to the delay in award of the Siskiyou Summit-Cal. Line grading contract, which controlled the starting time for the subject contract a thirty calendar day extension is justified. In addition,~~ Nine calendar days (seven work days) were agreed to due to the addition of extra bituminous base thickness by price agreement.

Recommended for Approval:

John Cauman
Asst.
Division Engineer

John Reed by Nelson
for
Construction Engineer or Bridge Engineer

B. Kelsay
Assistant State Highway Engineer

Contract No. 6501

Project designation I-5-1(56)99
State-Federal

Date awarded September 25, 1964.

Work started October 12, 1964.

Per cent completed 48% - Sept. 22, 1965.

Completion Date: October 1, 1965.
Date

~~No. of Workdays Allowed~~

No. of Workdays Used

Request ext. to ~~Nov. 8~~ Oct. 10

~~No. of Added Workdays Requested~~

E—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 21, 1965

Gentlemen:

We, the undersigned, respectfully request an extension Completion date increase in the number of workdays from Oct 1, 1965 by 30 days work days, within which to complete our Contract No. 6501, without the assessment of liquidated damages. The said contract is described as follows: Siskiyou Station-California line, Grading, Paving, structures and Signing.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The estimated completion date as set forth in our contract for the Siskiyou Summit-California line, Grading (Sta 634.00 to Sta 698.28) was June 30, 1965. Actual completion was September 11, 1965. The estimated completion date for Siskiyou Station-Siskiyou Summit, Grading was May1,1965. Actual completion was June 22, 1965. Our contract requires the base laydown and paving of these grades. This request for time extension is in addition to any extensions allowed on any of the Price Agreements or Extra Work Orders. The workdays requested are as defined in Supplemental General Provisions, pages 6,7, and 8 of the Contract.

Respectfully submitted, Issue of July 1, 1963

The Aetna Casualty & Surety Co.
Contractor

By R L Legg Area Manager
R. L. Legg Area Manager

CONSENT OF SURETY

Date September 21, 1965

We, THE AETNA CASUALTY AND SURETY COMPANY

as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Kenneth C. Kraig
Attorney-in-fact

(SEAL)

Robert B. Clarke
Resident Agent

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. Klaboe

DATE: November 5, 1965

In reply refer to: 08-35.DB

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

REFERRED TO
Morgan - Young
By Asst. State Hwy. Engr.
maison 11-10-65

SUBJECT: Oregon Project I-5-1(56)00
Siskiyou Station-State Line Section, Pacific Highway
Extension of Specified Completion Date

Mr. Klaboe's letter of October 25, 1965 requests our concurrence in an extension of the specified completion date from October 1, 1965 to November 9, 1965 principally for the reason that the approved extensions of the specified completion dates applicable to previous grading project I-5-1(53)00, Siskiyou Summit-State Line Section, were not given consideration in establishing the completion date for the subject project, although several months had elapsed between award of the grading project and advertising of subject project.

In our review of this matter we find that the grading of the Siskiyou Station-Summit Section (I-5-1(52)04) was completed on July 22, 1965 while the established completion date was May 1, 1965.

The revised completion date for the upper portion of the Summit-State Line Section Grading was July 15, 1965 and grading was actually completed on September 11, 1965. The revised completion date for the lower portion of this project was October 31, 1965 and substantially all of this portion was graded and ready for base surfacing on July 30, 1965.

Our records indicate that placing of base surfacing on the subject project began on or about August 11, 1965, some 18 days subsequent to the date that grading was completed from Siskiyou Station to the Summit and 10 or 11 days subsequent to completion of grading on the lower portion of the Summit-State Line Section.

It is, then, very evident that roughly 4½ miles of the project was available to the surfacing contractor well enough in advance of his actual placing operations to have assured reasonable continuity of placing operations at an earlier date and it is not apparent that completion of any portion of the grading at an earlier date would have made any material difference in the date placing of base surfacing actually began.

(more)

OKg w/ file
Barbee
12-8-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Too, we believe the successful bidder on the surfacing-paving project was probably fully aware of the extended completion dates for one of the grading projects and since he filed no protest relative to the established completion date, October 1, 1965, for the subject project, either at the submission of bids or the award of the contract, we must assume that his bid properly considered the specified completion date.

We believe it is plainly evident that the contractor's claim of delay due to late completion of grading operations is not founded on true facts, and even though there was merit in his claim, the contract makes no provision for extending the specified completion date for any reason other than for strikes.

For the above reasons, we do not concur in your recommendation to extend the specified completion date of the subject project for other than the 7 workday extension properly included as a provision of Price Agreement No. 5, which this office has previously approved.

RECEIVED
NOV 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 21, 1965

To:
Mr. F. B. Klaboe
Asst. State Highway Engineer
BUILDING

SUBJECT: Extension of Time
Siskiyou Station-Cal. Line Section
Pacific Highway
Contract No. 6501

Attached is a request from Peter Kiewit Sons' Co., contractors on the subject section for an extension in the amount of fifty work days because of the late completion of the prior grading contracts. Specified time of completion on this project is not on a work day count basis, but on a completion date of October 1, 1965. The supplemental general provisions cited in the request were deleted or changed by pages 3 and 4 of the special provisions. Some pertinent dates concerning this request are listed below:

Date of Award: September 25, 1964

Est. Grading Compl. Dates (as noted in Spec. Prov.):	Actual Compl. Dates:
Siskiyou Sta.-Siskiyou Summit--May 1, 1965	July 22, 1965
Siskiyou Summit-Calif. Line (634-698+25) June 30, 1965	Sept. 11, 1965
(entire proj.) July 31, 1965 (These completion dates were agreed to be July 15 and Aug. 31 at time of award in Jan. 1964.)	Sept. 11, 1965
Wall Cr.-Siskiyou Sta. Oct. 31, 1965	est. same date

The two units of the Siskiyou Summit-Cal. Line grading project were actually performed in reverse order from what was anticipated when the subject project was worked up. Some of the grade was available to the contractors earlier than had been anticipated. On July 1, 1965 the contractor was notified that the section between station Ln 777+00 to station 814+00 was complete and available for him to start work. On July 15, 1965 the section from station 737+00 to station 814+00 was completed and available for surfacing. On July 28, 1965 the grade from station 722+00 to station 737+00 was available. On July 30, 1965 the

grade from station 705+00 to station 722+00 was available. and on September 11, 1965 the entire job was available to the contractors.

It is apparent that the contractor has derived the fifty work days requested by merely counting the work days from the estimated North Unit completion of June 30 to the actual September 11 completion.

It is unfortunate that the estimated grading completion dates used for the Siskiyou Summit-Cal. Line Section were not revised to agree with what had already been agreed upon at the time this work was awarded. Because of this discrepancy we believe a similar thirty calendar day extension for the subject contract is reasonable. This happens to also be the actual time delay between the estimated earliest completion on the North Unit (June 30) until substantially all of the South Unit was available to the contractor (July 30).

Another reason for extension, although not mentioned in the request, is the extra bituminous base thickness added on two sections by price agreement No. 5. This order specifies that seven work days extension will be granted. We therefore recommend an extension for thirty calendar days plus seven work days or to Nov. 9, 1965.

We seriously question whether the contractor has made a diligent effort to complete the project within the time specified. At the present time less than 60% of the grading work is done and we are faced with the necessity for a winter shut-down in the near future.

This matter has been discussed with the Bureau of Public Roads Assistant Area Engineer, who indicated that they would review this request when it is submitted in a formal manner.

The specified completion date for this project is October 1, 1965. Because of the likelihood that this project will have a "stop work" order issued on it in the near future, it is impossible at this time to estimate the liquidated damages which will accrue. Liquidated damages on this project will be assessed at the rate of $420 per day.

A rough draft of a letter to the Bureau of Public Roads is attached.

F. D. Morgan
Construction Engineer

By
for John Bond
Staff Assistant

RECEIVED
OCT 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

JB:nh
Enc.

11 6 5

11-65

RECEIVED
NOV 1 1965

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attn: Mr. F. B. Klaboe

DATE: November 19, 1965

In reply refer to: 08-35-DB/439

FROM : A. M. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-1(56)00
Siskiyou Station - California Line Section
Inspection-in-Depth - Base Surfacing Phase

The subject inspection-in-depth report is transmitted for your review.

Only minor deficiencies were found and recommended corrective action was discussed with the Resident Engineer. He took immediate steps to correct these deficiencies.

Enclosure

REFERRED TO
Morgan w/encls.
BY ASST. STATE HWY. ENGR.
copy to Young
11-23-65

RECEIVED
NOV 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

35-65 ED-30

FORM PR-33DCC:U... (FKlaboe)
(5-64) WA... DC thru Region
Region(3 cys
File 439
Admin Mgr

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(Check Appropriate One) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	PROJECT NUMBER
8	Oregon	I-5-1(56)00

DATE OF INSPECTION	PHASE(S) INSPECTED
8-30,31-65	Crushed Stone Base Surfacing

INSPECTION MADE BY	IN COMPANY WITH
Florian Mills, Area Engr and C. C. Pike, Auditor	J. C. McCormick, Res Engr

REPORT PREPARED BY
Florian Mills and C. C. Pike

PROJECT INCLUDES
☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☐ MAJOR STRUCTURES ☐ OTHER (Specify) Signing

CONTRACTOR (Name and address)
Peter Kiewit Sons Co.
711 East Main Street, Room 19
Medford, Oregon

CONTRACT AMOUNT
$ 2,448,767.00

PROJECT STATUS (Percent complete)
30

LOCATION The project extends from Sta 492+00, 7.3 miles southerly of Ashland, Oregon's south city limits, to Sta 814+35.51, the Oregon-California line.

REPORT FORMAT: (1) SUMMARY OF FINDINGS; (2) RECOMMENDATION (Including needed followup action); (3) DETAILED REPORT OF INSPECTION.

SISKIYOU STATION - CALIFORNIA LINE SECTION
PACIFIC HIGHWAY

The project includes the grading of interchange ramps at the Siskiyou Station and California Line Interchanges, crushed stone base, plant mix bituminous base, asphaltic concrete pavement, signing, and other incidental work throughout the length of the project.

The project is 6.09 miles in length. The contract was awarded on September 25, 1964 with a completion date of October 1, 1965 specified.

This inspection covers the crushed stone base surfacing phase of the project.

The time breakdown for the inspection team is as follows:

Preliminary review - PS & E and project file	6 hours
Travel time	6 hours
Field office and project inspection	10 hours
Writeup	8 hours
Total	30 hours

(more)

USCOMM-DC 9221-P64

(1) Summary of Findings and Recommendations

The job control and record keeping were found to be very good and complied with State operating procedures and Federal regulations, except for the following minor exceptions:

a. Nine material receipt tickets failed to show the quantity and station placed. The quantity had been inserted by the office man in red pencil from the corresponding weigh tickets.

It was suggested that the checker insert the station placed and initial the tickets. This was done.

b. Sprinkling tally sheets dated August 16, 1965 to August 24, 1965 were reviewed. The tally sheet dated August 21, 1965 listed seven loads hauled, and a notation on the tally sheet by the State inspector stated that only one-half of the loads were for pay quantity. The tally sheet dated August 24, 1965 listed four loads hauled and only three loads paid. There were no notations on these tally sheets as to why all loads hauled were not for pay quantities.

It was recommended that the State inspector note on the tally sheets the reason that the quantity shown on them varied from pay document material receipt tickets.

The Resident Engineer stated that this information would be shown on future tally sheets and that he would have the inspector add the information on the above-noted tally sheets.

(2) Detailed Report of Inspection

The inspection team was accompanied by J. C. McCormick, Resident Engineer, during the field inspection and intermittently during the review of the field records.

Mr. McCormick is a C.E. III and has been a Resident Engineer on projects involving this type of work for over 8 years in this area.

(more)

The engineering force assigned to the project is adequate at this time. They are experienced, have been trained, and are familiar with State procedures and Federal regulations insofar as their particular assignments are concerned.

At the time of this inspection, the following work had been accomplished:

Clearing and grubbing	85% complete
Grading	3%
Drainage	30%

Structures complete except minor finishing.

Coarse crushed material in base:

Sta NB 677 to 814	80% complete
Sta SB 694 to 755	30%

A total of approximately 71,000 tons of coarse base material placed.

The following work was in progress:

Grading of the "H" line at the Siskiyou Interchange.

Crushing and stockpiling of 1 1/2" - 0 and 3/4" - 0 base material.

Pugmill mixing of 1 1/2" - 0 coarse base material, and 10 truck-trailer combinations hauling to a laydown machine at Sta 770± SB.

Three rollers (pneumatic-tired, vibratory, and steel-wheeled) compacting the base materials.

Installing drainage pipe at Sta 680± SB.

Cleanup and finishing the State Line Interchange structure and Colestine Road O'xing structure.

Inspection of Field Operations

The contractor is producing base aggregate materials from both a contractor-selected quarry and a State-controlled quarry. Both are located easterly of approximate Sta 675.

(more)

Approximately 150,400 tons of 1 1/2" - 0 coarse base material and 7,300 tons of 3/4" - 0 leveling material have been produced. These materials are sampled at the crushing belt for job acceptance. A total of 254 field tests have been made on the 11/2"- 0 material or an average of one test for each 592 tons produced. A total of 49 field tests have been made on the 3/4" - 0 material for an average of one test for each 149 tons produced. This is well within the State's requirements that a test be made on each 500 to 1,000 tons of material.

The laboratory trailer furnished by the contractor is roomy and well equipped with the necessary testing equipment. The equipment appears to be in good condition.

The testman, Mr. Pope, on duty at the time of this inspection, has attended the school for material testing and is familiar with testing procedures and the requirements for the materials being tested.

A tractor with dozer feeds the 1 1/2" - 0 coarse base material to the conveyor to the pugmill and water is pumped from a storage tank through a meter to the pugmill. Tests are run daily on the mixed material to check the gradation and determine the moisture content.

The specifications provide the amount of water to be added as set by the engineer will normally be within the range of 4% to 7% by weight of the total mix. Six percent had been set and the results of a test made during this inspection showed a moisture content of 6.4%. The specifications permit a deviation of 0.5%.

Approximately 900 tons of mix per hour were being produced by the pugmill and 10 truck-trailer units were hauling the mix to a Blaw-Knox laydown machine.

The material is being placed in three lifts of 3 1/2", 6", and 6" and 12' wide. The laydown machine was placing the 3 1/2" lift at Sta 770± SB.

Weighing and issuance of material tickets and receipts are covered in the attached auditor's portion of this report.

(more)

The taking of a compaction test was observed at Sta 748 SB. This test showed a compaction of 99.1%. A minimum of 95% is specified.

A final record sample of the completed 1 1/2" - 0 base course was taken at Sta 802+45 NB. Measured depth: 15 1/2". Plan depth: 15 1/2". Note red tops are set for the final finishing of the coarse base. Material obtained in making the depth measurement was submitted to the central laboratory for testing and the tests showed it met specified requirements.

Inspection of Office Records

The inspection of the office records indicated that they were up-to-date and the project data well documented.

A review of all test reports on materials produced as well as for materials incorporated in the project was made. The reports showed the corrective action taken when a test showed nonspecification material.

This portion of the inspection indicated that approved policies and procedures were being followed and complied with except as noted in the summary and the attached auditor's portion of this report.

A follow report will not be required.

OREGON STATE HIGHWAY DEPARTMENT

INSPECTION-IN-DEPTH - BASE SURFACING PHASE

PROJECT T-5-1(5)100 CONTRACT 6501

An inspection-in-depth of the Base Surfacing Phase on the subject construction project has been completed. The inspection was made at the project site in Ashland, Oregon on August 30th and 31st, 1965 in company with Mr. E Mills, Public Roads Area Engineer.

The inspection included the analysis and review for field control of records involving pay item 44, Coarse Crushed Material in Base and Item 46, Sprinkling.

PAY ITEM #44

The Special Provisions for Coarse Crushed Material in Base was revised before bid opening by letter dated 9-1-64 whereby this item was changed to: "Plant-Mix Stone Base," which provided for the stone base to be mixed with water at the Crusher site by means of a pugmill or rotary type mixer. "The amount of water to be added to the aggregate shall be as set by the engineer, normally within the range of 4 to 7 per cent by weight." The base material was then loaded into trucks, weighed and hauled to the place of deposit on the roadway where it was dumped in windrows and spread with a mechanical "Lay Down Spreader" in conformance with the special provisions of the contract.

Material Receipt and Weight Books, form E-10 and E-82, numbers 1 to 14 were perused for dates, signatures and quantities. Book 1, Ticket 135301 to 135313, included 185.31 Tons of base rock from Stockpile at Dead Indian Quarry, by truck measure and converted into tons, using 1.4 Ton per cubic yard. This rock was needed for an access road at Station "RTF" 530+00, and placed on 8-1-65, before the Contractor had established the designated quarry and weigh scale. The Rock Tickets revealed that base rock was placed on the roadway starting 8-10-65. All tickets were signed, dated and listed the quantity except nine Material Receipt Tickets, which did not show the quantity or station placed. The quantities had been inserted in pencil by the office men, using the quantity as listed on the corresponding Weight Ticket. It was suggested that the checker list the station

PROJECT I-5-1(54)00 CONTRACT 6501

An inspection-in-depth of the Base Surfacing Phase on the subject construction project has been completed. The inspection was made at the project site in Ashland, Oregon on August 30th and 31st, 1965 in company with Mr. E Mills, Public Roads Area Engineer.

The inspection included the analysis and review for field control of records involving pay item 44 Coarse Crushed material in Base and Item 46, Sprinkling.

PAY ITEM #44

The Special Provisions for Coarse Crushed Material in Base was revised before bid opening by letter dated 9-1-64 whereby this item was changed to "Plant-Mix Stone Base," which provided for the stone base to be mixed with water at the crusher site by means of a pugmill or rotary type mixer. "The amount of water to be added to the aggregate shall be as set by the engineer, normally within the range of 4 to 7 per cent by weight." The base material was then loaded into trucks, weighed and hauled to the place of deposit on the roadway where it was dumped in windrows and spread with a mechanical "Bay Area Spreader" in conformance with the special provisions of the contract.

Material Receipt and Weight Books, form E-10 and E-8½, numbers 1 to 14 were compared for dates, signatures and quantities. Book 1, Ticket 135301 to 135313, inclusive 185.31 Tons of base rock from stockpile at Dead Indian Quarry, by truck measure and converted into tons, using 1.4 Tons per cubic yard. This rock was needed for an access road at Station "RTE" 530+00, and placed on 8-1-65 before the Contractor had established the designated quarry and weigh scale. The Rock Tickets revealed that base rock was placed on the roadway starting 8-10-65. All tickets were signed, dated and listed the quantity except nine Material Receipt Tickets, which did not show the quantity or station placed. The quantity had been inserted in red pencil by the office man, using the quantity as listed on the corresponding Weight Ticket. It was suggested that the checker list the station placed and initial the quantity inserted on these tickets. The office man later advised that this had been done, so no exception was taken.

-Main-

FORM CD-183 (7-28-63)

Auditor C. P. Ke Date 9-14-65

9-24-65

- 1 -

OREGON STATE HIGHWAY DEPARTMENT

INSPECTION-IN-DEPTH - BASE SURFACING PHASE

PROJECT T-5-1(5)00, CONTRACT 6501

Review of field procedure indicated that the weigh scales had been tested by the State Weight and Measures Department on 6-15-65. Rock trucks were weighed empty a load twice a day. On the day of inspection 8-31-65, the Resident Engineer noticed that some of the trucks were returning with small quantity of rock stuck in the truck bed and ordered all trucks to be weighed in empty again. Observed weigh in of truck No. 65 morning weight was 32500 pounds, new weight was 32760 pounds. This new weight was then used until the next weigh-in.

As a continued check on material produced and placed the weighman maintains a memo tabulation of weights as listed on the weight ticket and the checker maintains a memo tabulation of weights as received and listed on the Material Receipts. These are compared and reconciled at the end of each 10 loads and the accumulated totals are compared at the end of each work shift. The copies of the weight tickets received by checker was turned in at the end of each shift. E-10 and E-52 books are turned in when full. The office maintains a memo summary tabulation of quantities from the copies of weight tickets turned in each shift, then totals the weight memo books and Material Receipt books when received and compares the two book totals with his memo summary, any obvious differences in the quantities listed on the Material Receipt Ticket are corrected to agree with the memo weight tickets. Other differences are resolved by conference with weighmen and checker at the end of their shift.

Total quantity placed, Books 1 to 14 61,005.7 Tons @ $2.10 = $128,111.97, covering the period 8-1-65 and 8-10 to 8-27-65.

PAY ITEM # 11 - SPRINKLING

Sprinkling Tally sheets dated 8-16-65 to 8-21-65, totaling 12,125 M-Gals were reviewed for completeness. Tally sheet dated 8-21-65 listed 7 loads hauled. Notation on the sheet by the State inspector stated that only 4 of the loads were for pay quantity. Tally sheet dated 8-24-65 listed 11 loads hauled and only 3 loads paid. There was no information as to why all loads hauled were not considered pay quantity. Recommendation was made to the Resident Engineer that the State Inspector should include this additional information on the tally sheets when the quantity on the pay document did not Receipt ticket varied from the quantity listed on the Material

INSPECTION-IN-DEPTH - BASE SURFACING PHASE

PROJECT T-5-1(5)00, CONTRACT 6501

Review of field procedure indicated that the weigh scales had been tested by the State Weight and Measures Department on 6-15-65. Rock trucks were weighed empty & load twice a day. On the day of inspection 8-31-65, the Resident Engineer noticed that some of the trucks were returning with small quantities of rock stuck in the truck bed and ordered all trucks to be weighed in empty again. Observed weighing of truck No. 61; morning weight was 32500 pounds, new weight was 32760 pounds. This new weight was then used until the next weighing.

As a continued check on material produced and placed the weighman maintains a memo tabulation of weights as listed on the weight ticket and the checker maintains a memo tabulation of weights as received and listed on the Material Receipt. These are compared and reconciled at the end of each 10 loads and the accumulated totals are compared at the end of each work shift. The copies of the weight tickets received by checker was turned in at the end of each shift. E-10 and E-57 books are turned in when full. The office maintains a memo summary tabulation of quantities from the copies of weight tickets turned in each shift, then totals the weight memo books and Material Receipt books when received, and compares the two book totals with this memo summary, any obvious differences in the quantities listed on the Material Receipt Ticket are corrected to agree with the memo weight tickets. Other differences are resolved by conference with weighmen and checker at the end of their shift.

Total quantity placed, Books 1 to 14 61,005.7 Tons @ 2.10 = $128,111.97, covering the period 4-1-65 and 8-10 to 8-27-65.

PAY ITEM # 14 - SPRINKLING

Sprinkling Tally sheets dated 8-16-65 to 8-24-65, totaling 141.25 M-Gal. were reviewed for completeness. Tally sheet dated 8-21-65 listed 7 loads hauled. Notation on the sheet by the State inspector stated that only 2½ the loads were for pay quantity. Tally sheet dated 8-24-65 listed 11 loads hauled and only 3 loads paid. There was no information as to why all loads hauled were not considered pay quantity. Recommendation was made to the Resident Engineer that the State Inspector should include this additional information on the tally sheets when the quantity on the pay document (Material Receipt Ticket) varied from the quantity listed on the weight ticket.

None

FORM CO 183 (7-20-65)

Date 9-15-65

9-21-65

OREGON STATE HIGHWAY DEPARTMENT

INSPECTION-IN-DEPTH- BASE SURFACING PHASE

PROJECT I-5-1(51)00 CONTRACT 6501

The Resident Engineer advised that they would include such information on the tally sheets in the future and that he would also have his inspector add the desired information on the tally sheets on hand.

Each Sprinkling Tally sheet listed the Inspector and the Material Receipt Ticket number issued for this quantity sheets were initialed by the State Inspector.

Material Receipt Tickets No. 350851 to 350856 had been issued to cover the 161.25 M. Gal. used for the period 8-16 to 8-24-65.

The Contractor had not placed any 3/4-0 Material in Base, Pipe Line No. #5, at the time of the inspection 8-31-65.

The inspection indicated that the State Resident had complied with stated operating procedures and Federal regulations and the operating practices provided adequate control with the minor exceptions noted above, which were to be corrected.

INSPECTION REPORT

PROJECT I-5-1(51)00 CONTRACT 6501

The Resident Engineer advised that they would include such information on the tally sheets in the future and that he would also have his inspector add the desired information on the tally sheets on hand.

Each Sprinkling Tally sheet listed the key quantity and the Material Receipt Ticket number issued for this quantity, sheets were initialed by the State Inspector.
Material Receipt Tickets No. 350851 to 350856 had been issued to cover the 161.25 M.Gal. used for the period 8-16 to 8-24-65.

The Contractor had not placed any 3/4-0 Material in Base, Project No. 45, at the time of the inspection 8-31-65.

The inspection indicated that the State Resident had complied with stated operating procedures and Federal regulations and the operating practices provided adequate control with the minor exceptions noted above, which were to be corrected.

Laurel
9-21-65

OHM CD-1.18 (7-20-63)

RECEIVED
NOV 2 - 1965
FOR FILING

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 27, 1965

In reply refer to: 08-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon I-5-1(56)00
Siskiyou Station-California Line Section
State Force Order No. 1
Temporary striping of pavement

Reference is made to your letter dated October 18, 1965 concerning the subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The work needs to be performed in stages as the contractor's work progresses and necessity arises in order to provide for the safety and guidance of the traveling public. The uncertainty as to the extent of striping required and new imposed traffic patterns would tend to result in excessively high bid prices if the work was undertaken under a separate contract.

Reimbursement will be made on an actual cost basis. A signed copy of the approved order is returned herewith.

REFERRED TO
By Asst. State Hwy. Engr.
11-1-65

RECEIVED
OCT 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-108—524

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date OCT 8 1965 By M E Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Order No. 1

Project Name Siskiyou Station-California Line Date October 5, 1965

Highway Pacific Contract No. 6501 F. A. Project No. I-5-1(56)00

County Jackson Prefix 615-1017 Account No. 278-01

Description of Work To Be Done:

Temporary striping on paving project.

Location by Station Numbers:

Entire project.

Estimate of Quantities and Costs:

Temporary striping: $2,500.00

Explanation:

This work is correspondent to a letter from Carl M. Williams, Assistant Division Engineer, dated September 30, 1965, and is not covered by the original authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$2,775,225.37
Present estimate of project cost, including $2,500.00 for work under this order	$2,775,225.37
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Jack C. McCormick
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams
Division Engineer

Approved: /s/ L. H. Young
Deputy State Highway Engineer
Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

DEPT. OF PUBLIC ROADS
OCT 25 1965
FOR FILING

October 28, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
Siskiyou Station-California
Line Section, Pacific Highway
Project No. I-5-1(56)00

Dear Sir:

We have received from Peter Kiewit Sons' Company, contractor on the subject project, a request for an extension of the specified completion date from October 1, 1965, to December 14, 1965. The contractor's request is based on a delay caused by the late completion of grading contracts previously awarded in this area.

The Siskiyou Summit-California Line project was originally scheduled for completion in two units. The northerly unit to be completed by June 30, 1965, and the southerly unit by July 31, 1965. The original low bidder on this project withdrew his bid and due to the delay following the date the contract would normally have been awarded, it was agreed that the specified completion dates would be extended to July 15 and October 31. This grading was actually completed September 11, 1965. The grading project on the Siskiyou Station-Siskiyou Summit Section was scheduled for completion on May 1, 1965, but was not completed until July 22, 1965.

The two units of the Siskiyou Summit-California Line grading project were actually performed in reverse order from what was anticipated when the subject project was worked up. Some of the grade was available to the contractors earlier than had been anticipated. On July 1, 1965, the contractor was notified that the section between Station "L" 777+00 to Station 814+00 was complete and available for him to start work. On July 15, 1965, the section from Station 737+00 to Station 814+00 was completed and available for surfacing. On July 28, 1965, the grade from Station 722+00 to Station 737+00 was available. On July 30, 1965, the grade from Station 705+00 to 722+00 was available, and on September 11, 1965, the entire job was available to the contractors.

It is apparent that the contractor has derived the fifty workdays requested by merely counting the workdays from the estimated North Unit completion of June 30 to the actual September 11 completion.

It is unfortunate that the estimated grading completion dates used for the Siskiyou Summit-California Line Section were not revised to agree with what had already been agreed upon at the time this work was awarded. Because of this discrepancy, we believe a similar thirty calendar day extension for the subject contract is reasonable. This happens to also be the actual time delay between the estimated earliest completion on the North Unit (June 30) until substantially all of the South Unit was available to the contractor (July 30).

Another reason for the extension, although not mentioned in the request, is the extra bituminous base thickness added on two sections by Price Agreement No. 5. This order specifies that an extension of seven workdays will be granted.

The specified completion date for this contract was October 1, 1965. Based on the reasons listed above, we recommend that the completion date for this project be extended to November 9, 1965. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. L. H. Young
Mr. C. H. Maison
Mr. L. R. Chandler

DES:nh srb

RECEIVED
SEP 30 1965
FOR FILING

I-5-1(56)00
1111

September 29, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4, covering the installing of concrete crib logs over manhole on the Siskiyou Station-California Line Section of the Pacific Highway in Jackson County, Contract No. 6501 in connection with Federal-Aid Project No. I-5-1(56)00.

This work is necessary to protect a manhole and drainage catch basin from becoming plugged from debris. This installation is in a pocket surrounded by embankments and is subject to plugging.

This work was tentatively recommended for approval by the BPR Area Engineer September 17, 1965. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:mb

RECEIVED
OCT 8 - 1965

Form E-208—6M

I-5-1(56)00
615-1017
6501-1

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of G-1-P project agreement if additional funds are required.
Date SEP [illegible]
Title U.S. Bureau of Public Roads

Project Name Siskiyou Station-California Line Section Date Sept. 15, 1965

Highway Pacific Contract No. 6501

County Jackson Prefix 615-1017

Contractor Peter Kiewit Sons Co. F. A. Project No. I-5-1(56)00

Address P. O. Box 391, Ashland, Oregon Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct crib logs over flat drainage manhole. This area is surrounded on all sides by a fill. In a recent rain, the inlet was plugged with silt, straw and other debris. The construction of a crib over this inlet should eliminate this problem in the future.

Location by station numbers:

Left "C" 522+00.

Estimate of quantities and cost:

Equipment	$ 350.00
Labor	261.00
	$ 611.00

Crib logs to be furnished by the Oregon State Hwy. Dept.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work was not included under this contract.

This work has not yet begun.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,775,225.37
Present estimate of project cost, including $611.00 for work under this order	$2,775,225.37
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Jack C. McCormick, Resident Engineer

Approval Recommended: /s/ John A. Bond, For Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Jay B. Boyd, Asst. Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

RECEIVED
SEP 22 1965
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 9, 1965

In reply refer to: 08-35.5

KLABOE
EDWARDS
NIHISON

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

3958

SUBJECT: Oregon Project I-5-1(56)00
Siskiyou Station to California State Line

An on-site review was made of the subject project on September 2, 1965. The review disclosed that work on the three structures on the project began on November 2, 1964 and was completed on March 16, 1965. The review further disclosed that there had been a considerable quantity of excess piling left from the structures that had been removed from the project and stored at the Siskiyou Maintenance Yard. Further inquiry revealed that as of September 2, 1965 the transfer document to credit the project had not been prepared and processed.

This deficiency indicates a failure on the part of your employees to follow prescribed procedures and has resulted in an overclaim under current billing.

We shall expect that the necessary action is taken to correct this deficiency before the next claim is made on the project, otherwise a deduction will be made from the next current billing.

Ivan Discuss

Res Eng. does has done

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 2 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 30, 1965

AUG 31 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Siskiyou Station-California Line Section
Contract No. 6501
Federal I-5-1(56)00

ATTENTION: Mr. M. E. Martin

Dear Sir:

By letter of June 4, 1965 we proposed to increase the depth of plant-mix bituminous base by 3 inches between Station 553 and Station 634. Justification of this increase was in the form of laboratory reports on tests made of final subgrade conditions and summarization of these reports.

At a later date the need to assess the final subgrade conditions between Stations 634 and 694 was discussed. At this time it was anticipated a need to increase the plant-mix bituminous base by 1-1/2 inches through this section would develop.

This section has since been tested and we are attaching a copy of report from C. J. Gregg in the Soils Section. This report justifies an increase of 2-inches in the plant-mix bituminous base through this section (634 to 694).

However, since the field has been advised to direct their activities toward an increase of 1-1/2 inches from Station 634 to Station 694, we propose to hold to this decision and ask your concurrence.

Very truly yours,

F. D. Morgan
Construction Engineer

By

G. L. Decker
Assistant Construction Engineer

GLD:bjm
Attachment

cc: F. B. Klaboe
L. R. Chandler
F. W. Yarbrough
Jack McCormick
R. J. VanCleave

FORM E-80 50M 3-63 45607

3 Morgan
1 Decker
2 Bond 1
Barbee

RECEIVED
AUG 2 1 1965
CONSTRUCTION
BRANCH

Perez E
Butterbach
Trout
Scott
Wills
Litchfield
Olson

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 23, 1965

SUBJECT: Base Design
Siskiyou Station-
California State Line
Pacific Highway (FA 3)
Jackson County

To: F. D. Morgan
Construction Engineer
O F F I C E

Attention: G. L. Decker

Per your request 7-27-65, 5 additional samples of the subgrade between Stations 634 and 694 were taken. Testing has been completed and the results are as follows:

Traffic Coefficient = 10.0

"R" Value	Crushed Base Equivalent (Thickness Required)
8	32.5
7	33.0
15	30.0
4	34.0
14	30.5
8	32.5
Average "R" Value	9.0
CBE Requirement	32.0

The Crushed Base Equivalent Thickness of the Paving Plans is 29.0" or 3" less than required according to the tests of the subgrade soil at planned grade. To make up for this deficiency it is recommended that the Plant Mix Bituminous Base be increased in thickness from 3" to 5". The Typical Section for Surfacing Thickness would then be:

CBE Requirement	Credit	Actual Thickness
	4.0"	2.0" A. C. (Final)
	7.0"	3.5" A. C. (Immediate)
	7.5"	5.0" P.M.B.B.
	13.5"	13.5" Cr. Base
32.0"	32.0"	24.0"

F. W. Yarbrough
Staff Assistant

C. J. Gregg
Asst. Section Supervisor

CJG:hg

FORM E-123X 90M 12-63

RECEIVED
APR 30 1965
DEPARTMENT

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

J-5-1(56)00

6501

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
Ashland, Oregon
July 28, 1965

Lee Cassels,

Peter Kiewit Son's Co.

Ashland, Oregon

SUBJECT: Siskiyou Sta.-Calif. Line Sect.
Pacific Hwy. - Jackson, County
Contract # 6501

You are herein advised that the Subgrade from Stations Ln 722 - Ln 737 is accepted and available for your surfacing operations this date 7/27/65. The P.M.P. Subgrade cutoff pipe, Station Ln 735 was staked yesterday 7/26/65 and your pipe forward alerted as per your request.

Jack C. McCormick,
Resident Engineer.

c.c. F. D. Morgan, Construction Engr.
c.c. L. R. Chandler, Division Engr.

JCM:ll

RECEIVED
JUL 30 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

7-29-65
Copy to Klaboe
per Bond -
Bjm

CONSTRUCTION DIVISION
RECEIVED
JUL 29 1965
NOTED.. ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

RECEIVED
JUL 8 - 1965

I-5-1(56)00

63.01

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Ashland, Oregon
July 1, 1965

WORKING DIVISION
RECEIVED
JUL 8 1965
Ass't. Chandler For
Party Ass't

SUBJECT: Report On Project Status
Siskiyou Summit-Calif. Line Section
Pacific Highway
Jackson, County

To: L. R. Chandler,
Division Engineer

NOTED
R. L. PORTER

ATTN: Carl Williams

Grade has been accepted on South end of Project from stations Ls and Ln 777 to 814+23.28 . Peter Kiewit Son's so notified by letter dated July 1, 1965. Contractor still has some Seeding and Mulching areas to repair this area and his old shop area to clean up but this will not conflict with rocking operations.

Subgrade from stations 695 to 777 should be completed by July 15, 1965 and ready for rock. Ln 677 to Ln 659 should be completed by July 22, 1965. Subgrade on the rest of the Project should be completed by August 15, 1965.

It is estimated that there are 230,000 CY of excavation left and the contractor is moving approx. 20,000 CY a day at this date.

Peter Kiewit Son's crusher made trial run with primary unit Friday June 25, 1965. Third screen deck for secondary unit arrived June 29, 1965. This is a (2) two deck Cedar Rapids screen. It was supposed to be a (3) three deck screen so contractor will have to revamp crusher set up to utilize it. Will probably start ~~working~~ making crushed aggregates Friday July 2, 1965.

7/6 - Copies to Morgan & Porter.

Jack C. McCormick,
Resident Engineer

JCM:ll

FORM E-99 JON 3-63 BP"6470-784

FOR FILING

I-5-1(56)00

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 21, 1965

To: MEMO TO THE FILES

SUBJECT: Metal Guardrail Inspection
Material Delivered by Hawkins & Hawkins Co., Inc., Berkeley, California, for Slated OSHD and BPR Projects

On Wednesday, June 16, 1965, the following listed personnel held a field inspection and discussion of stockpiled metal guardrail which had been manufactured and delivered by the Hawkins-Hawkins Co., Inc. of Berkeley, California:

Jay Boyd - Assistant Division Engineer, OSHD
John Jenkins - Assistant Materials Engineer, OSHD
Ed Reif - Materials Inspector, OSHD
John Walker - Assistant Construction Engineer, OSHD
Cliff Christenson - Assistant Area Engineer, BPR
R. W. Nelson - Administrative Manager, Hawkins-Hawkins Co.
John Dys - Sales Manager, Hubbard & Co.
Joe Lyski - Inspector and Consultant, Hawkins-Hawkins Co.

The stockpiles of material inspected were located near Roseburg and Medford and the material was slated for use on the following projects:

CONTRACT NO.	PROJECT	CONTRACTOR
6490 - OSHD	Coyote Creek-Graves Creek	Grosbeck & Durbin
6501 - OSHD	Siskiyou Station-Calif. Line	Kiewit & Sons
6470 - OSHD	Graves Cr.-Jumpoff Joe Cr.	Kiewit & Sons
6358 - OSHD	Sutherlin-Winchester	Houck
6451 - OSHD	Roberts Mtn.-Myrtle Creek	Houck
6312 - OSHD	Fairgrounds Rd.-Shady	Hutchins & McNutt
7R-53 CPR - 8 - 1294 - BPR	Lake of the Woods	Warren Northwest Co.
7R-22 CPR - 8 - 1372 - BPR	McKenzie Bridge	Babler Bros.

Prior to the field inspection a check on Laboratory Tests of specimen samples indicated the metal and galvanizing conformed to the Oregon State Highway requirements. This inspection was made primarily due to a report of questionable workmanship and mainly on the appearance of the galvanizing.

Inspection of the stockpiled material at Roseburg was first made. Visual examination revealed the following:

1. Laboratory specimens tested for the required tests such as quality of metal and amount of galvanizing were probably representative of the delivered material.

2. The galvanizing on one edge for an average distance of 1 - 2 inches was thicker than required and in numerous cases was considered rough when compared to the rest of the panel. It had the appearance of having run and dripped, which action caused unevenness and in some cases bumps. There was some sheets where the apparent dripping caused sharp protrusions of zinc. There were some cases where the zinc coating had a blown appearance, or slag-like deposit which was in a semi-loose condition. This did not effect the main galvanized coating, but was on the outside portion.

3. A few non-coated minor areas were observed where chipping or some action similar was responsible.

4. A few end sections were bent, probably through handling and some intermediate dents or bends were observed.

The stockpiled material at Medford was inspected next. This metal guardrail to some extent carried the same things as observed at Roseburg, but was in much better condition. Hawkins-Hawkins representatives claimed they had somewhat revised their methods of galvanizing for this material.

The amount of guardrail inspected was considerable, estimated as being worth some $400,000.

After the inspection a discussion of the quality of the material was held and the outcome was as follows:

Due to the large quantity of material, it would be impractical to individually inspect each panel of the rail prior to erection to determine corrective measures or rejection. It is considered the obligation of the contractor and supplier to furnish

material which is considered suitable. Therefore, inspection by the State will be made after erection, but prior to painting. However, the contractor and supplier are to be advised that the following measures are to be taken for correction as they will form part of the basis for acceptance of the material. These corrective measures are as follows:

1. The rough edge portion of the rail is to be placed downward or at the bottom during erection.

2. All slag, sluff, loose or semi-loose material to be removed, as it may cause areas unsuitable for adhesion of paint.

3. Areas of chipping are to be painted with the approved zinc paint so no bare metal would be exposed.

4. Sharp protrusions are to be eliminated.

5. Bumps or other protrusions which might effect the proper joining and bolting of panels to a snug fit are to be eliminated.

6. Bent, dented or damaged areas are to be suitably corrected.

7. The above-stated corrective measures are to be made prior to painting and painting is not to be done until the Engineer has inspected the work and his approval to paint has been received.

It is not intended that the above requirements will in any way relieve the contractor from meeting the specifications as set forth in the contract agreement, but that they are made only to enforce said agreement.

It may be that some of the panels cannot be corrected to a suitable condition and in this case will be rejected.

John H. Walker
Assistant Construction Engineer

JHW:bjm

cc: F. B. Klaboe
A. W. Parsons - BPR
O. A. White
Ed Reif
L. R. Chandler
K. D. Limbocker
J. L. Hagedorn
Jack McCormack
R. A. Sandmann
G. E. Roberts
A. L. Chapman

RECEIVED
JUN 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 16 1965

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 14, 1965

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

SUBJECT: Completion Dates
Siskiyou Station-California Line Section
Jackson County
Contract No. 6501

Reference is made to your June 10 letter. Please proceed as you indicate therein. We must document the pertinent facts as time elapses.

Please submit a summary of the sections, with stationing, for both north and southbound lanes, that are completed and accessible, with remarks as to the route of the access. Submit this information for the status as of June 15 and again as of July 1, 1965.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:fp

cc F. B. Klaboe

RECEIVED
JUN 15 1965
OFFICE OF
STATE HIGHWAY ENGINEER

(From Contract) #1301

Siskiyou Station-California Line Section

Extra work items are to be performed by State forces or by the contractor as the engineer may decide. If performed by the contractor, the work shall be done in accordance with the instructions of the engineer as "extra work" and will be paid for either (a) on the force account basis set forth in the standard specifications or (b) at a price to be agreed upon between the contractor and the engineer prior to commencement of the work. Whether the work is to be performed under (a) or (b), above, shall be as the engineer may decide.

Right Reserved to Omit Part of Work:

The contractor is advised that the State reserves the right to omit any part of or all of the following work:

1. Salvage portable barricades.
2. Salvage and reinstall Type 2 barricade.

If during the progress of the work under the contract, the State does omit any part of or the whole of the construction of said items, it shall not be cause for claim as a material change affecting payment for the remaining portion of the work to be performed under the project.

Other Work in Progress:

The contractor is advised that grading and paving contracts are in force through and adjacent to this project as follows:

Project	Estimated Completion Date
Siskiyou Station-Siskiyou Summit, Grading	May 1, 1965
Siskiyou Summit-Calif. Line, Grading	(Sta. 634+00 to Sta. 698+25 (June 30, 1965 (Entire Project July 31, 1965
Wall Creek-Siskiyou Station, Grading, Paving, Structure and Signing	October 31, 1965

Noncompletion of work by the other contractors will not, however, relieve the contractor on this project of his obligations to entirely complete all work specified to be done under this contract. Neither will such noncompletion entitle him to extra compensation of any kind.

FORM H-30 6614 11-61 40280

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 10, 1965

CONSTRUCTION DIVISION
RECEIVED
JUN 11 1965

SUBJECT: Completion Dates
Siskiyou Station-California Line
Jackson County

To: F. D. Morgan
Construction Engineer
Salem, Oregon

Enclosed find copies of letters just received from Jack McCormick, Resident Engineer to myself, from Peter Kiewit Sons, to Mr. McCormick, from Peter Kiewit Sons' to Slate & Hall and from Peter Kiewit Sons' to R. A. Heintz, etc. McCormick's letter transmits to myself, these letters referred to above and in essence, they state that the Peter Kiewit Sons' Co. is putting the Highway Department, Slate & Hall and Heintz-Kizer, etc, on notice that they will hold all of us responsible for delays or inconvenience to them if they are not allowed access to the project on the dates set forth in their contract No. 6501.

Specs. (173) 141

Document

Mr. Jack Budd of the R. A. Heintz Co. has notified me by phone that their company has advised Mr. McCormick by letter that certain areas are finished and available to Kiewit for their use. He suggests that we notify the Kiewit Company by letter of the same. I will do this after I have received from McCormick, agreement that these areas are indeed finished and available.

By stationing U. S. yields & areas available as of June 15 & July 1.

Mr. Budd also asked that we approve of their lawyer, Mr. Norman Kobin, to contact our own legal department about certain common matters. I suggested that he or Mr. Kobin contact Mr. Klaboe about the matter. I also enclose a tabulation showing the comparison of the specified contract finish times and alleged verbal dates, our estimated partial completion dates, that is with the roadbed, and all but minor items finished; and last our estimated full and complete completion dates.

RECEIVED
JUN 14 1965
By Construction Engineer

L. R. Chandler
DIVISION ENGINEER

LRC:lf
Attach.
also notes on meeting
cc: Jack McCormick

FORM S-30X—80M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Ashland, Oregon
7 June 1965

SUBJECT: OSHD Contract 6501
Siskiyou Sta.-Calif. Line
Jackson County

To:
L. R. Chandler
Division Engineer
Roseburg, Oregon

Enclosed find copies of (3) three letters from Mr Edward C. Lynch of Peter Kiewit Sons' Co.. In the letters, they state they are putting the Highway Dept., Heintz-Kizer and Slate-Hall Costruction Co. on notice that they will be held responsible for any delay or incovience to them if they are not allowed access to the project on the dates set forth in their contract.

J. C. McCormick
Resident Engineer

PETER KIEWIT SONS' CO.
CONTRACTORS

HOME OFFICE: OMAHA, NEBRASKA

P O Box 1777

VANCOUVER, WASHINGTON

June 24, 1965

K. A. Hefner Construction Co.,
Ray Maser Construction Co., and Mass Engineers Co.
[illegible] N. E. Columbia Blvd.
Portland, Oregon

Re: OSHD Contract No. 6501
Hayden Stadium
Cal.-F. Line Section

Gentlemen:

We were awarded the above referenced contract with the Oregon State Highway Department on September 23, 1964. Our contract gave the following completion dates for your work:

Station 654+00 to 698+43 on June 30, 1965
Entire project by July 31, 1969

It appears to us that the dates set forth for your completion, or the revised dates which we understand have been granted to you, will not be met. In the event that we are delayed by your failure to finish work at the proper time, we will expect your companies to bear the responsibility for all costs and expenses occasioned us by any such delay.

Yours very truly,

PETER KIEWIT SONS' CO.

Robert C. Lynch

RCL:ab
c.c. OSHD - J. McCormick
c.c. OSHD - D. Miller
c.c. Hefner
c.c. Engineers

PETER KIEWIT SONS' CO.
CONTRACTORS

P.O. Box 777
VANCOUVER, WASHINGTON

Chase-Hall
7605 S. W. 45th Avenue
Portland, Oregon

Re: OSHD Contract No. 4921
Highway Beautification, Item 2001.

Gentlemen:

We were awarded the above referenced contract with the Oregon State Highway Department on September 27, 1965. Our contract anticipated that your work was to be completed by May 1, 1965.

The date set forth for your completion was not met, however, we understand that you have been granted an extension of time. In the event that we are delayed by your failure to finish work at the proper time, we will expect your company to bear the responsibility for all costs and expenses occasioned to us by any such delay.

Yours very truly,

PETER KIEWIT SONS' CO.

Howard C. Lynch

HCL:eb

c.c. OSHD - J. McCormick
c.c. OSHD - D. Keller
c.c. Medford
c.c. Klamath

PETER KIEWIT SONS' CO.
CONTRACTORS

ESTABLISHED 1884

HOME OFFICE-OMAHA, NEBRASKA

P. O. Box 1777

VANCOUVER, WASHINGTON

June 1, 1945

Mr. Jack A. Leonard, Dist. Engr.
Oregon State Highway Dept.
1085 Highway 66
Ashland, Oregon

Re: OSHD Contract No. 6501
Bids, Jct. No. 3435
Special Letter No. 5

Dear Sir:

Reference is made to our letter of February 28, 1945 relative to the rate of progress of other contractors on the Siskiyou Tunnel project and to your letter of March 23, 1945 relative to a reconstruction conference.

Mr. Lee Cassels, and Mr. E. C. Lynch met with you, Mr. Morgan, Mr. Chandler, Mr. Brown and Mr. Fallis on March 30, 1945. At this meeting we set forth our plan of work as we then viewed schedule of the other contractors involved. It is now extremely more apparent that work on both the Oregon tunnel portals, Smith and the Siskiyou Summit, California portal will not meet the completion dates set forth in our letter, nor will they meet the estimated dates we set forth in our June 1st letter.

In the event that we are not given access to these projects at the dates set forth in our contract, we will request additional time for completion of our contract as well as additional compensation for increased costs caused by any delay.

Yours very truly,

PETER KIEWIT SONS' CO.

Edward C. Lynch,
District Manager

ECL:eb
c.c. Dist. Engr. (3)
c.c. Medford
c.c. Siskiyou

Contract Time	Salem Verbal Time	Partial Compl.	Estimated Full & Complete Both N. & S. Units
S. Unit July 31	S. Unit Aug. 31	S. Unit July 5	
N. Unit June 30	N. Unit July 15	light trimming, seeding,	S. Unit July 15
		N. Unit Aug. 1	N. Unit Aug. 15

2/20/65

Miller - I need two pick ups 2 wks over present

Smith Kaiser

↑ 1. HK has 165 ac of seeding to do prior to May 15. This is not started yet.

2. According to our observations HK has 42 weeks of drilling & shooting to do (5 drills, 2 shifts, 1,700,000 cy as 600 ± F/shift, 6×6 pattern)

3. According to our observations HK will not complete the grading prior to Aug 11. This is based on the equipment now on the job, productions now being made and all equipment available 100% of the time. Yesterday 3 of 4 65 1/3 run. Today 2 of 4 worked.

4. H+K took a job Feb 9 ± for the SP+S railroad which called for scrapers. H+K took a job March 9 ± for the State of Calif. with 3,200,000 cy of scraper work. Last year they had ± 6 more scrapers on the Seskiyou job than they now have. They should not run scrapers on their

Summation

P3 Miller

new work until this present job is complete.

5. We want the finished grade per schedule.

6. The work refered to in 3 above is the work that was to be done July 1.

7. We will look over the bench as a possible haul route to the north

~~If bench practicable this will take P.K. to Aug. 5 (beginning at July 1).~~

If bench practicable and finished ahead this will take P.K. to Aug. 5 (beginning at July 1).

If Fill bench usable this will extend their available work another 3 weeks (Aug. 28)

Pick up dolling speed especially in view of 2nd hauling shift, get more excavation equipment,

R.B. Miller

Maintenance Eng.

RETRIEVED
JUN 14 1965
6228-734

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
June 11, 1965

To: Memo to the File

SUBJECT: Siskiyou Station-California Line
Contract No. 6501
Peter Kiewit Sons' Company

Mr. L. R. Chandler called this date and reported the following information:

1. This contract (6501) states that the north section of Contract 6386 (grading of same section) will be completed by June 30, 1965. He estimates that it will actually be completed about August 15.

By letter to the Heintz-Kizer Company dated January 10, 1964, we extended the time for the north section to July 15, 1965. This extension was not taken into account when setting the dates mentioned in Kiewit's Contract (6501).

It therefore appears that the north section will be completed six weeks beyond the date mentioned in Kiewit's contract and about one month beyond the extended date in the Heintz-Kizer Contract.

2. This contract (6501) also states that all the work under Contract 6386 will be completed by July 31, 1965. He estimates that the south section will actually be completed on July 15 so that the date of August 15 for the north section will be the completion date of the entire project.

By letter dated January 10, 1964 to the Heintz-Kizer Company, we extended the time for the entire job to August 31, 1965. This extension was also not taken into account when setting the dates mentioned in Kiewit's Contract (6501).

It therefore appears that Heintz-Kizer will complete the entire job within the extension period allowed but about two weeks later than mentioned in Kiewit's Contract.

3. Chandler also advises that Kiewit has no rock ready yet but soon may. With some reasonable effort, they could reverse the order of their work and do the south unit first.

4. Kiewit has written Heintz-Kizer advising them that they would hold them financially responsible for any of Kiewit's losses attributable to the delay. Heintz in turn has asked if the State Highway Department would give legal help and, in fact, join with them in their defense if Kiewit does sue. I advised Chandler that we would not voluntarily join them in any defense.

5. Chandler further advised that Heintz-Kizer were concentrating on areas that would do Kiewit the most good.

6. I recommended to Chandler that he advise Kiewit by letter what areas are ready now (or will be in the near future) and suggest that they gear their operation to these available areas rather than the dates mentioned in their Contract.

7. And lastly, that we want to take every step possible to get this job done this year.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Mr. R. L. Porter
Mr. G. E. Rohde Att: Mr. Frank McKinney
Mr. F. D. Morgan
Mr. L. R. Chandler

1-9-5-15

CONSTRUCTION DIVISION

MAR 29 1965

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 26, 1965

To: J. C. McCormick
Resident Engineer

SUBJECT: Extension of Time
Siskiyou Summit-California Line
Contract No. 6386

Reference is made to the letter of March 4, 1965 from Jack Budd relative to a 15 day committment for extension of time and also a proposal to switch the completion dates around.

I am advised by the Salem office that a 15 day extension of time due to delay in award of contract is in order and that the contractor should be advised to submit through you the proper extension forms. The new dates should be July 15, 1965 for the work between Stations 634+00 and 698+25, and August 31, 1965 for all remaining work. The contractor should state on the forms that the request for the extension is occasioned by the delay in award of project.

As for a switch of the completion dates between the ends called for in the contract, this would be a basic change of the contract and would not be in order. However should any circumstances develop which would entitle the contractor to further consideration for time extension, his expeditious prosecuting of the work throughout the entire project would be beneficial to him.

Please advise the contractor of the above information.

L. W. Rulien
ASS'T. DIVISION ENGINEER

LWR:lf

cc: F. D. Morgan (Attach)

1-9-5-B

Salem, Oregon
March 24, 1965

Siskiyou Summit-California State Line Section
Pacific Highway
Contract No. 6386

Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

Your teletypes numbers 316 and 339 requested information concerning the possibility of an extension of the specified completion date on the subject contract.

The contractor was advised by letter from the Deputy State Highway Engineer that rather than alter the language in the contract, if he would perform the work at his bid prices, the completion dates would be extended to July 15, 1965 for work between Stations 634+00 and 698+25, and August 31, 1965 for all remaining work. This would be accomplished by a request for extension of time.

Will you please initiate a standard request for an extension of time and forward it to this office for further processing. The reasons given for the request should reflect the delay between the date bids were received and the date the contract was awarded.

F. D. Morgan
Construction Engineer

DES:fp
cc L. P. Shaw

W
E
N
S

CON RSB 339 3-22-65 2:22PM

MORGAN

MCCORMICK SAID THAT HEINTZ AND KIZER WERE TOLD VERBALLY BY SOMEONE IN SALEM THEY COULD HAVE 15 ADDITIONAL DAYS. I THINK THIS IS VERY REASONABLE SINCE THE BIDS WERE RECEIVED ON DECEMBER 17,1963 AND AWARDE OF CONTRACT WAS NOT UNTIL JANUARY 30, 1964.

JOHN QUINER II
SB:,.

RETURNED TO

By Construction Engineer

1-7-3-B

CHAIRMAN
RIDLEY, MEMBER
IMPSON, MEMBER
AND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 6, 1964

R. A. Heintz Const. Co., &
Ray Kizer Const. Co., &
Kizer Equipment Co.,
211 NE Columbia Blvd.,
Portland 11, Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract #6386, awarded January 30, 1964, for grading the Siskiyou Summit-California Line Section of Pacific Highway in Jackson County.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is July 31, 1965.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.
PS: Kizer Equip.Co.: Just a reminder to have your signatures read the same as your names are given on the Contract and Bond pages. Thank you.
dc

cc:
L. H. Young
L. R. Chandler
Resident Engineer
Frank Morgan

CONSTRUCTION DIVISION
RECEIVED
FEB 6 1964

R. A. HEINTZ CONSTRUCTION CO.
AND
RAY KIZER CONSTRUCTION CO.
(Joint Venture)

P. O. Box 25
ASHLAND, OREGON 97520

March 4, 1965

Oregon State Highway Department
2692 N. Pacific Highway
Medford, Oregon

Re: Contract #6386
Project I-5-1(53)00
Siskiyou-California Line
Section of the Pacific Highway
Completion Time Limit NO

Attention: Jack McCormick, Resident Engineer

cc Bureau of Public Roads

Gentlemen:

Completion time stipulates Station 634 to 698+25 to be completed not later than July 1, 1965. Balance to be completed by August 1, 1965. Special provisions stipulate that the contract will be awarded within thirty days. The contract was not awarded within this time and a verbal agreement was made with the contractor that time would be increased fifteen days, the difference between the specified awarding and the actual awarding. We feel at this time we should request this extension in time in writing.

Due to the class of material, weather conditions, etc., actual completion can be made on the area between 698+25 to Station 814+35. In area this is almost twice the length as the area called for completed by July 1, 1965. By concentrated effort, the longer area can be completed by July 1. If this is of any advantage to the State, would the State so stipulate and change the date of completion to read an exact reverse as to the completion date as specified.

JqJl:sb

encl.

Very truly yours,
R. A. HEINTZ CONSTRUCTION CO. &
RAY KIZER CONSTRUCTION CO.
(A Joint Venture)

J. S. Budd
General Superintendent

JSB:bo'b

...ON, CHAIRMAN
...FRIDLEY, MEMBER
...SIMPSON, MEMBER
...LAND
...OYD QUERY, SECRETARY
...ALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 16, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: Siskiyou Summit-California Line
Pacific Highway
I-5-1(53)00

CONSTRUCTION DIVISION
RECEIVED
JAN 16 1964
NOTED: CE ACE COE

Dear Sir:

Reference is made to the bid opening of December 18, 1963, at which time bids were taken for grading of the Siskiyou Summit-California Line Section of the Pacific Highway, I-5-1(53)00. The low bidder was Western Contracting Corporation with a bid of $4,874,858. The second bidder was R. A. Heintz - Kizer Equipment - Ray Kizer Construction, Portland. The Highway Commission elected to accept the bid of Western Contracting Corporation with Bureau of Public Roads' concurrence. Offer of award was made to Western Contracting Corporation but they refused to enter into the contract on the basis that a reevaluation of their bid indicated that they were too low. A copy of their letter of refusal is enclosed for your information.

In view of the foregoing, the Oregon State Highway Commission has indicated that they feel it to be in the public interest to award this project to the second low bidder, R. A. Heintz, et al, for their bid of $5,887,361.50. You will note that this is a favorable bid with relation to other bidders and well within the engineer's estimate. It is felt that readvertising would not result in lower bids and the delay would result in non-completion and use of the over-all project one season.

The second bidder has been advised of the situation and he has indicated willingness to take the project for his bid price. Copies of correspondence from State to Heintz and reply is forwarded for your information.

You have previously been furnished bid tabulations on the project.

All rights of access to or from abutting property are either (1) denied by law, or (2) have been acquired, or (3) have

been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion.

Your concurrence of this date is requested for award of the contract to the second low bidder.

Very truly yours,

Forrest Cooper
State Highway Engineer

By L. H. Young.
L. H. Young
Office Engineer

LHY:mb
Att.
cc: R. L. Porter
L. P. Shaw
Floyd Query
F. D. Morgan
J. W. Nash

1961 10

FILING

5-1(53)60

6369

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 15, 1964

SUBJECT:

To: Memo to File

On January 10, I called Mr. R. A. Heintz and asked if he would accept the Siskiyou Summit-California Line job if it were tendered to him, he being the second low bidder. Mr. Heintz stated that he would accept the job and was ready to start work as soon as he was informed that everything was cleared.

Insomuch as considerable time will elapse between the date of the original bid opening (December 17) and the next Commission meeting on January 30, he asked that the completion date be advanced 30 days. After discussing this with the Construction Division, it was felt we could extend the completion date of Unit 1 15 days and the remaining job, 30 days and still have a reasonable chance of completing the paving work in the fall of 1965.

A letter was transmitted to Mr. Heintz in which we suggested that he express his willingness to accept this project with the indicated completion dates. Mr. Heintz telephoned on January 13, stating that the completion dates were o.k. but that he wished to have some more positive understanding as to whether or not the Commission would be apt to award the job to him if he expressed a willingness to accept it. Mr. Jackson was in the office on that date and he expressed a desire to award to the second low bidder in the interest of getting the job under way with the minimum loss of time. Mr. Simpson was called and he concurred in Mr. Jackson's decision. On January 14, Mr. Fridley was called and he also concurred.

I advised Mr. Heintz of the Commission's thinking, told him that this could not be considered as a positive commitment, and told him likewise that all we have from the Bureau of Public Roads at the moment is a verbal expression of concurrence. Mr. Heintz stated that this satisfied him and he would forward his letter of acceptance forthwith.

Mr. Query was asked to examine our record as to what we had done in the past on matters of this kind and a copy of his finding is attached. It appears there is no definite pattern established and that this is a discretionary matter for the Commission to decide.

R. L. Potter
Deputy State Highway Engineer

RLP:ms
cc Mr. Forrest Cooper
Mr. Lloyd P. Shaw Mr. L. H. Young
Mr. Floyd Query

...ERS
...CKSON, CHAIRMAN
...N. FRIDLEY, MEMBER
...D B. SIMPSON, MEMBER
...PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 14, 1964

CONSTRUCTION DIVISION
RECEIVED
JAN 15 19...
NOTED
...E ACT
COE

Oregon State Highway Commission

Gentlemen:

As you may recall, on December 18 you awarded to the Western Contracting Corporation the contract for the ~~Siskiyou~~ Summit-California Line Section project on Interstate Route 5 in Jackson County on its bid of $4,874,858. This was the lowest of seven proposals received. The second low bid was submitted by R. A. Heintz Construction-Kizer Equipment-Ray Kizer Construction in the amount of $5,887,361.50. The Engineer's estimate was $6,604,645.

We now have been advised by the Western Contracting Corporation that it made an error as to the classification of materials to be excavated and will not undertake the contract at the price bid. It has requested to be released from its bid guaranty.

Mr. M. F. Warner, Vice President of the Western Contracting Corporation, and his estimator, Mr. R. C. Nurre, discussed the matter in this office on January 7. They informed us it was a mistake in judgment, that it was the first time such a thing had happened to their corporation in many years of work, and stated they could offer no excuse but requested to be relieved of their bid bond. It is a most unusual experience to be confronted with a situation of this kind as most bidders invariably claim misrepresentation or patent errors in computation. I am advised by Mr. Lindas that the Commission can relieve the Corporation of its bid guaranty or require payment, as you see fit.

It is with some reluctance that I must recommend that the amount of the bid bond be collected as I believe any other course of action would open the door for future requests that might not be justified. I am convinced that this contractor made an error in judgment and have no desire to

institute any type of punitive action. However, the releasing of this bid guaranty would create a situation with other bidders on future work that would be most difficult to live with.

It is my recommendation that we advise the Western Contracting Corporation that the Commission must require the forfeiture of the guaranty, and that the project be tendered to the second low bidder, R. A. Heintz Construction-Kizer Equipment-Ray Kizer Construction, Portland, in the amount of $5,887,361.50 with the completion dates advanced to July 15, 1965 and August 31, 1965. This amounts to 15 additional days on Unit 1 and 30 days on the remaining work. Inasmuch as over 40 days will have elapsed since the bids were opened, this appears to be in order. My recommendation is conditioned upon being able to secure approval from the Federal Bureau of Public Roads. The Bureau has verbally advised that it will concur in this procedure provided the amount of the guaranty bond is credited against the cost of the project.

This matter will be on the agenda for your consideration at the January 30 meeting.

Very truly yours,

ORIGINAL SIGNED
R. L. PORTER

R. L. Porter
Acting State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

1964
FILING
1(53)00
6386

January 10, 1964

R. A. Heintz Construction-
Kizer Equipment-Ray Kizer
Construction
211 N. E. Columbia Boulevard
Portland 11, Oregon

Gentlemen:

This is in line with our telephone conversation today relative to the Siskiyou Summit-California Line Section of the Pacific Highway in Jackson County, Project I-5-1(53)00.

We have received official notification from the low bidder (Western Contracting Corporation) that it will not execute the contract. The purpose of this communication is to inquire if you are willing to accept the contract on the basis of your bid of $5,807,361.50, which was opened on December 17. If you will advise us that this is satisfactory, we will recommend the matter to the Highway Commission at its next regular meeting on January 30.

Rather than alter the language in the present contract, it will be preferable if you would indicate your willingness to accept the work at your bid price on the condition that the completion dates be extended to July 15, 1965, for the work between Stations 634+00 and 698+25 and to August 31, 1965, for all of the remaining work. This can then be handled as a time extension. You will note that this provides for only 15 days additional on the first section, which is about the best that can be done and keep this section on schedule. We have discussed this with the Federal Bureau of Public Roads and have the Bureau's verbal concurrence.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
DC Bureau of Public Roads
bcc Mr. Forrest Cooper
Mr. Floyd Query
Mr. Lloyd P. Shaw

RECEIVED
APR 23 1965

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Siskiyou Sta.-California Line Section ..... Date April 6 ....., 1965

Highway Pacific ..... Contract No. 4501

County Jackson ..... Prefix 615-1017

Contractor Peter Kiewit Sons' Co. ..... F. A. Project No. I-5-1(56)00

Address P.O. Box 391, Ashland, Oregon ..... Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Install 2" flexible plastic water line.

Location by station numbers:

Approx 180' Rt. Sta. F 530+70 to approx 20' Rt F 535+00

Estimate of quantities and cost:

Equipment	380.00
Labor	261.00
Materials	435.00
Total	1,076.00

NOTED
F. D. MAHR

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work was not included under this contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,775,225.37
Present estimate of project cost, including $1076.00 for work under this order	$2,775,225.37
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Jack C. McCormick
Resident Engineer

Approval Recommended: /s/ D. J. Barbee
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing

Form E-300—6M

RECEIVED
APR 9 - 1965
FOR FILING

STATE OF OREGON
OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Approved
Contingent upon verification of project final
Date 3-25-65 M E Martin
MAR 31 1965
U.S. Bureau of Public Roads

Project Name Siskiyou Station-California Line Date March 22, 1965

Highway Pacific Contract No. 6501

County Jackson Prefix 615-1017

Contractor Peter Kiewit Sons' Co. F. A. Project No. I-5-1(56)00

Address P.O. Box 391, Ashland, Oregon Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

1. Construct Type D modified catch inlet as per attached drawing. Intall 120' of 30" concrete pipe.

2. Construct concrete plug for 3' x 3' box culvert as per attached drawing.

Location by station numbers:

1. H 553+17

2. Rt. Ls 530+85

Estimate of quantities and cost:

Materials	$1,598.00
Labor	530.00
Equipment	292.00
Total	$2,420.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The work covered on this extra work order was not an anticipated item on this contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,775,225.37
Present estimate of project cost, including $2,420.00 for work under this order	$2,775,225.37
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Jack C. McCormick
Resident Engineer

Approval Recommended: /s/ D. J. Barbee
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. W. Rulien
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer or ~~XXXXXXXXXXXXXXXX~~ Engineer

Office Engineering 4-9-65

State Printing

RECEIVED
DEC 3 - 1964
FORESTRY
6411

December 2, 1964

Mr. F. S. Saunders
Assistant District Engineer
Division of Highways
Post Office Box 311
Redding, California 96002

Dear Mr. Saunders:

Your letter of September 28 addressed to Mr. John H. Quiner II at Roseburg has been forwarded to this office with further comment relative to handling traffic through grading and paving construction at the state line.

There unquestionably will be some shuttling of traffic necessary between the northbound and southbound lanes near the state line either under your contract or our contract. At present our contract is scheduled to be completed by October 1, 1965 but, conceivably, might be delayed.

It is possible that at an early date our contractor will have four lanes paved from the state line to an interchange approximately one-half mile north. If this should happen, we could handle two-way traffic on either the northbound or southbound lanes into the existing highway through the interchange area. This would eliminate the necessity for a crossover at the state line.

The State of Oregon will have no objection to the State of California constructing some type of temporary crossover partly within Oregon, based, of course, upon necessity and on some mutually agreeable plan, but I believe it is impossible to approve any specific plan at this time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. R. Chandler

DJB:ra: ajw

FORM E-30 50M 11-61 40320

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November 16, 1964

To: F. D. Morgan
Construction Engineer
Salem, Oregon

SUBJECT: Siskiyou Station-California Line
Contract No. 6501
Jackson County

Enclosed herewith is correspondence from Mr. F. S. Saunders, Assistant District Engineer, Division of Highways, State of California, along with a map indicating how they desired to build a temporary cross-over from the LN line to the LS line at the California border. I have held up processing of this letter until some type of schedule could be obtained from Peter Kiewit as to their proposed handling of the subject project. It now appears, after talking with Rod Miller of Peter Kiewit and Sons that their schedule for paving will not coincide with California's construction. That is our LN line would not be paved at an early enough date to handle the traffic from California, thereby necessitating the cross-over indicated by California.

Rod Miller does not have any objection to California's building the cross-over as indicated. The only reservation which he had to California constructing this cross-over, would be if the cross-over prevented PKS from completing the last 400 ft. of the LS line, then it should be California's obligation to complete this section of the freeway. Any work which California performs should be returned to its condition prior to their commencing on their work.

Would you please advise the Division of Highways, in Redding, California, that they may proceed with this temporary work under their contract.

John Quiner II
ASS'T. DIVISION ENGINEER

JQII:lf
Attach.

CONSTRUCTION DIVISION
NOV 17 1964

STATE OF CALIFORNIA—HIGHWAY TRANSPORTATION AGENCY

EDMUND G. BROWN, Governor

DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
DISTRICT II, P. O. BOX 311, REDDING 96002

September 28, 1964

02-Sha-5-69.1/70.6
031511
I-005-9

Mr. John H. Quiner II
Assistant Division Engineer
Oregon State Highway Department
1523 S.E. Cobb Street
Roseburg, Oregon

Dear Mr. Quiner:

During previous conversations we discussed briefly the problems that may occur in handling traffic at the state line during construction of our respective Interstate projects next year.

We intend to advertise for bids late this year and plan that work would start early in the spring and be completed in November, 1965. Our proposed schedule of work at the state line will be to construct the northbound lanes to subgrade elevation and divert traffic to these lanes while the southbound lanes are constructed to completion. Traffic will be routed on the completed southbound lanes during final paving of the northbound lanes.

This schedule will require a temporary crossover for traffic through the median at the state line at some stage during the work. Whether a crossover from southbound to northbound lanes, or vice versa, will be required depends on progress on your contract in Oregon and possible correlation of work between our respective contractors.

In any event, it appears almost certain that we will need to perform some temporary work in Oregon to provide for traffic during construction. We would appreciate a letter from the Oregon Highway Department giving permission for us or our contractor to do such temporary work. Under separate cover we are sending a drawing of a proposed temporary crossover at the state line.

Very truly yours,

H. S. MILES, District Engineer

By
F. S. Saunders
Assistant District Engineer

Form 6426—5M

NOV 10 1964

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

NOTED
LOYD P. SHAW

Project Name Siskiyou Station-California Line — Date 13 October 1964

Highway Pacific — Contract No. 6501

County Jackson — Prefix 615-1017

Contractor Peter Kiewit Sons' Co. — F. A. Project No. I-5-1(56)00

Address 6030 Hwy 99 So. - Ashland, Oregon — Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging

Location by station numbers:

Entire project

Sta. 492+00 to ~~&~~ 14+3551

Estimate of quantities and cost:

Labor, State share of flagging cost 57.5% $15,000.00

This is the amount authorized in the original construction authorization.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

As contained in the Special Provisions, page 2 of Supplemental General Provisions, Contract #6501. State agrees to pay 57.5% of the flagging costs.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job. Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.	Project authorization	$2,448,767.00	2,775,225.37
	Present estimate of project cost, including $15,000.00 for work under this order	$2,448,767.00	
	Expected under-run / over-run amount	$ 0	
	Expected under-run / over-run per cent	0	

Space to right of this line is for use of Salem Office

Submitted by: /s/ Jack C. McCormick
Jack C. McCormick Resident Engineer

Approval Recommended: /s/ G. L. Decker
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II
Asst. Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer, Assistant State Highway Engineer~~ or Office Engineer.

State Printing Copy to Young 11-10-64

RECEIVED
SEP 28 1964
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

September 28, 1964

Peter Kiewit Sons' Co.,
711 East Main Street
Medford
Oregon

Gentlemen:

The State Highway Commission on September 25, 1964, awarded to you State Highway Contract No. 6501 for the following project:

Grading-paving-structure-signing on the Siskiyou Station-California Section of Pacific Highway in Jackson County.

This award was based on your low bid of $2,448,767.00 which was submitted to the Commission on September 22, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
SEP 27 1964
HIGHWAY ENGINEER

477 Cottage Street, N.E.
Salem, Oregon - 97301

September 25, 1964

08-35.EC

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-1(56)00
Siskiyou Station-California State Line Section
Grading, paving, structures & signing

As requested in Mr. Young's letter of September 25, 1964 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6501 to Peter Kiewit Sons, Co. of Omaha, Nebraska, low bidder in the amount of $2,448,767.00 at the September 22, 1964 bid opening.

We are waiving the requirements of our August 31, 1964 authorization memorandum regarding certification that access rights involved with reimbursable utility adjustments made under Project I-5-1(52)04 have been obtained and will accept your listing of exceptions in this instance. This waiver is with the understanding action will be initiated immediately to issue the X-permit which Mr. Litchfield's August 21, 1964 letter to Western Union indicated was necessary prior to undertaking work on adjustment of its facilities.

The situation encountered in this instance points out the need for improved coordination within your Department in connection with utilities so that an orderly improvement in your operations can be made to eventually meet requirements as outlined in our August 7, 1964 memorandum on utility adjustments if delays in advertising projects and obtaining concurrence in award are to be avoided.

RECEIVED
OCT 1 1964
STATE OF
HIGHWAY ENGINEER

original To Young
10-7-64

RECEIVED
SEP 30 1964
FOR FILING

September 25, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for the Siskiyou Station-California State Line Project No. I-5-1(56)00.

All rights of way or rights of entry have been acquired.

All rights of access, including utilities, to or from abutting property, with the exception of the utilities listed below, are either (1) denied by law, (2) have been acquired or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion.

1. Pacific Power and Light Company conflicts as set forth in Staff Attorney's letter, a copy of which was furnished your office by Mr. Litchfield's letter of November 14, 1963 under Project No. I-5-1(52)04. A regular permit was issued and signed by all concerned. It was later discovered an I-Permit should have been issued so an amendment to the original permit has been prepared and is in the process of being signed by the Pacific Power and Light Company.

2. Western Union Telegraph Company's conflicts as set forth in Staff Attorney's letter, a copy of which was furnished your office by Mr. Litchfield's letter of November 14, 1963 under Project No. I-5-1(52)04. Due to unforeseen difficulties in securing right of way for the utility relocation,

it was necessary to revise our plans and the utility company's plans. This revision was approved by your office August 20, 1964. The need for a permit to eliminate access at the one crossing involved was inadvertently overlooked. An X-Permit is now in the process of being issued to eliminate the access.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC :mb

477 Cottage Street N.E.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

August 31, 1964

Original signed by
M. E. Martin
Dist Engineer

08-35.2-08

A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project I-5-1(56)00
Siskiyou Station - California State Line Section
Grading, Paving, Structures & Signing

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary right-of-way has been acquired or rights-of-entry obtained with relocation advisory assistance provided, and further that control of access rights has been obtained as indicated in Mr. Wright's August 24, 1964 report, with the exception of those involved with utilities as noted in Mr. Litchfield's August 25, 1964 report. Prior to our concurrence in award, permits or other documents eliminating access rights involved with reimbursable utility adjustments made under Project I-5-1(52)04 should be furnished to this office along with certification regarding all access rights.

The pavement type selection for the project is accepted on the basis of documentation attached to your May 8, 1964 "Project Base Design" sheet. Stage construction of the pavement is acceptable on the basis of the tentative design procedure used as verified by the AASHO comparison thereby establishing the eligibility of the future 2-inch overlay for financing with Interstate funds.

The use of the May, 1964 and August, 1964 Supplemental Standard Specifications for Metal Pipe Materials for Culverts, Siphons and Underdrains; Asphaltic Concrete Pavement and Guide Posts are approved for this specific project.

Mr. Young's August 27, 1964 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

Original signed by
H. J. SHAW

RECEIVED
MAY 21 1964

STATE OF CALIFORNIA HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

PAGE 1 of 2

PAVING

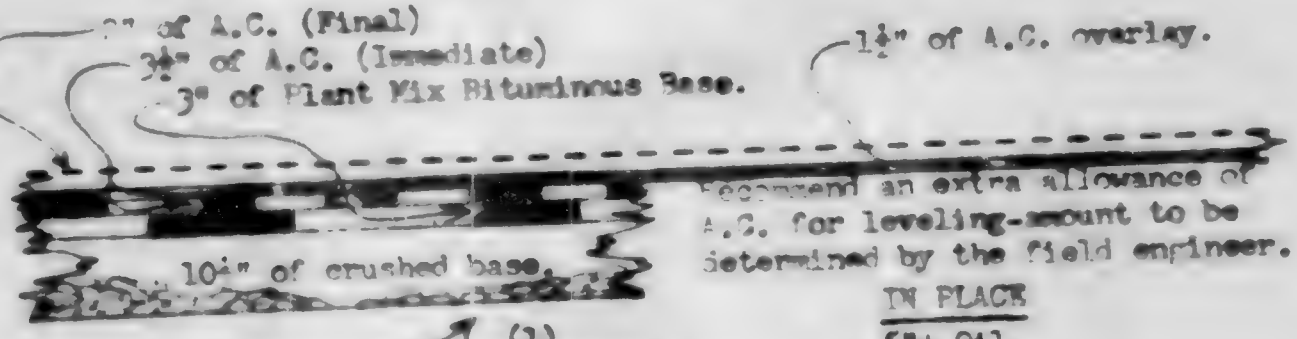
PAVING

Section SISKIYOU STATION-CALIFORNIA STATE Highway PACIFIC (EA 3) County JACKSON Proj.
LINE Bid 5-8-64
Length of Project Miles. Sta. 513± to Sta. 515±
Fed. Proj. No.

TYPICAL SECTIONS Traffic Classif. - VERY HEAVY (INTERSTATE)

Sta. 513±-Sta. 634±

Existing Roadway



Recommend an extra allowance of A.C. for leveling-amount to be determined by the field engineer.

IN PLACE
5"± Cil
13"± Base

(1)
Typical Soil
43 %L
20 PI
90 % P10
43 % P200
10 % Gravel
16 % Coarse Sand
30 % Fine Sand
26 % Silt
17 % Clay
26 Fdn Value
(Corrected)
AASHO Classif. - A-7-6 (5)

Other Traffic Classif.	Wearing Surface	Level	Crushed Base	Actual Thick.	CBR Req.
LIGHT	2 AC	2	7	11	13

	4	2		Final AC
	7	3½		Immediate AC
	4½	3		Base
	10½	10½		Cr Base
26	26	19		

(5-8-64)

PAVING

(FA 3) JACKSON

915±

5-3-64

PAVING

513±

Sta. (34± - Sta. (04±

2" of A.C. (Final)
3½" of A.C. (Immediate)
3" of Plant Mix
Bituminous Base.

13½" of crushed base.

Existing Roadway (where utilized)

3½" of A.C. overlay.

Recommend an extra allowance of A.C. for leveling-amount to be determined by field engineer.

(1) Sandy Clay

PAVING

5" = Oil
13"± Base

	4	2	Fi[illegible] AC	
	7	3½	Immediate AC	
	4½	3	PMRB	
	13½	13½	[illegible]m Base	
20	29	22		

Typical Soil

44	LL
21	PI
96	%#10
66	%#200
14	% Gravel
13	% C Sand
29	% F Sand
[illegible]	% Silt
28	% Clay
18	wow Value (Corrected)

AASHO Classif. - A-7-6 (9)

[illegible] PACIFIC (FA 3) JACKSON

[illegible] 513± [illegible] 815± [illegible] 5-8-64

Sta. [illegible] - Sta. 815±

2" of A.C. (Final)
3½" of A.C. (Intermediate)
3" of Plant Mix Bituminous Base.
15½" of crushed base.

Existing Roadway where utilized)

3½" of A.C. overlay.

Recommend an extra allowance of A.C. for leveling-amount to be determined by field engineer.

(1)

Silty Clay

IN PLACE
5"± Fill
13"± Base

	4	2	Pav	C
	7	3½	Intermediate	AC
	4½	2	Pavement	
	15½	15½	Or Base	
31	31	24		

Typical Soil

[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	% #10
[illegible]	% #200
1	% Gravel
5	% Sand
[illegible]	% Silt
[illegible]	% Clay
13	P.I. Value
	(Corrected)

[illegible] Classif. - A-7-5 (13)

Location	Lab. No.	S.G.	Type of Embankment	Max. Size	% Passing #4	% Passing #200	Soil Classification	Soil Subject to Frost	LL	PI	Optimum Moisture Density

Suitable material source to be determined by the Engineer.

Submitted by F. W. Garbrough
Staff Assistant

Recommended by [illegible]
Asst. Construction Engineer

Recommended by [illegible]

Approved by [illegible]
[illegible] State Highway Engineer

B.P.R.
[illegible] State Highway Engineer
Construction Engineer
[illegible] of Materials
[illegible] Engineer
Resident Engineer
Office Engineer
[illegible] Engineer

PAVEMENT TYPE SELECTION

WALL CREEK - SISKIYOU SUMMIT
PACIFIC HIGHWAY
JACKSON COUNTY
Prefix 15-1419

Principal Factors Governing Selection

1. Traffic Classification: VERY HEAVY Present ADT 3000 1980 ADT 7300 % Heavy Vehicles 15
   (NOTE: Increase classification one step for heavy logging use)

2. Soils Characteristics: See design chart attached

3. Weather: Frost Penetration _____ Annual Rainfall 20"±

4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: where constructed to present OSHD surfacing standards

5. Cost Comparisons: Not appropriate due to other factors

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil

7. Stage Construction: No problem

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: No problem

10. Stimulation of Competition: Not appropriate

11. Construction Consideration: No problem

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not a factor

13. Traffic Safety: No problem

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:

Due to items 4 and 6, an A.C. wearing surface has been selected.

7-4

PAVEMENT TYPE SELECTION

WALL CREEK - SISKIYOU SUMMIT
PACIFIC HIGHWAY
JACKSON COUNTY
Prefix 15-1419

Principal Factors Governing Selection

1. Traffic Classification: VERY HEAVY — Present ADT 3000 — 1980 ADT 7300 — % Heavy Vehicles 15
   (NOTE: Increase classification one step for heavy logging use)

2. Soils Characteristics: See design chart attached

3. Weather: Frost Penetration _____ Annual Rainfall 20"±

4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: where constructed to present OSHD surfacing standards

5. Cost Comparisons: Not appropriate due to other factors

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil

7. Stage Construction: No problem

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: No problem

10. Stimulation of Competition: Not appropriate

11. Construction Consideration: No problem

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not a factor

13. Traffic Safety: No problem

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:

Due to items 4 and 6, an A.C. wearing surface has been selected.

FF

PAVEMENT TYPE SELECTION

SISKIYOU SUMMIT-CALIFORNIA

PACIFIC HIGHWAY
JACKSON COUNTY

Principal Factors Governing Selection

1. Traffic Classification: VERY HEAVY Present ADT 3000 1980 ADT 7300 % Heavy Vehicles 15
   (NOTE: Increase classification one step for heavy logging use)

2. Soils Characteristics: See design chart attached

3. Weather: Frost Penetration _____ Annual PRECIPITATION 20"±

4. Performance of Similar Pavements in Area: Good _____ Fair X Poor _____
   Remarks: _____

5. Cost Comparisons: Not appropriate due to other factors

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil

7. Stage Construction: No problem

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: No problem

10. Stimulation of Competition: Not appropriate

11. Construction Consideration: No problem

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not appropriate

13. Traffic Safety: No problem

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:
Due to items 4 and 6 an A.C. wearing surface was selected.
A.C. wearing surface was designated in the 104 (b) 5 Needs Study.

15-8322 Ashland-Klamath Co. Line Rock 1964
Prod. Proj., Green Springs Hwy.
#6502

RECEIVED
APR 23 1965
FOR FILING

April 23, 1965

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On April 13, 1965, we wrote to you concerning release of final payment on Contract No. 6502 awarded to Saxton-Stevenson, Inc., for rock production on the Ashland-Klamath County Line Section of the Green Springs Highway in Jackson County.

Final payment on this contract is $3,534.76 and the total contract amount is $70,392.44. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Saxton-Stevenson, Inc.
P. O. Box 206
Salem, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
APR 9 - 1965
FOR FILING

April 9, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed March 17, 1965 on Contract No. 6502. The contract was with Saxton-Stevenson, Inc., and was for rock production on the Green Springs Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 9, 1965, and that you concur in this procedure at the Commission meeting on April 20.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
C. H. Maison
F. D. Morgan
L. R. Chandler

FBK:bg

FORM E-1 (REV. 8-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

NAME OF JOB	BRIDGE NUMBER	WEEK ENDING: March 26, 1965
	SECTION: Ashland - Klamath Co. Line	SECTION PREFIX: 15-8322
	HIGHWAY: Green Springs	COUNTY: Jackson
	KIND OF WORK: Rock Production	
CONTRACTOR: Saxton - Stevenson, Inc.	CONTRACT NUMBER: 6502	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: Sept. 25, 1964	DATE WORK STARTED: Jan. 15, 1965	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: 65	WORK DAYS USED: 31
		PERCENT OF TIME ELAPSED: 48
PROJECT AUTHORIZATION: $ 78,862.50	ENGINEERING AUTHORIZATION $ 5,608.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 73,254.50	ENGINEERING COST TO DATE $ 3,294.86	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 70,362.68	PERCENT OF AUTHORIZATION 59 %	
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	DATE PROJECT WAS COMPLETED: March 17, 1965	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.
						100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)		19,000			
TOTAL QUANTITIES CORRECTED TO DATE		19,058			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		19,058			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			NOTED JOHN R. OAKES
MONDAY			
TUESDAY			
WEDNESDAY			
THURSDAY			
FRIDAY			
SATURDAY			

APR 2 1965

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Completed semi-final estimate on this project and submitted data to the Division office on Wednesday.
Final Report

SIGNED J B Morrill

ADDRESS 2692 N. Pacific Highway., Medford, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
SEP 28 1964

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

September 28, 1964

Saxton-Stevenson, Inc.,
P. O. Box 206
Salem
Oregon

Gentlemen:

The State Highway Commission on September 25, 1964, awarded to you State Highway Contract No. 6502 for the following project:

Ashland-Klamath County Line Rock Production Project on the Green Springs Highway in Jackson County.

This award was based on your low bid of $70,100.00 which was submitted to the Commission on September 22, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SHAC)

115-1619 Medford Traffic Signals at W. Main St. & Columbus Ave., Medford-Provolt Hwy. (ORE 238) 1964

#6503

RECEIVED
AUG 12 1965
FOR FILING

6503

August 12, 1965

Glens Falls Insurance Company
Pacific Coast Department
Cahill Building
350 Sansome Street
San Francisco, California 94104

Gentlemen:

On June 10, 1965, we wrote to you concerning release of final payment on Contract No. 6503 awarded to Madsen and Stokes Electrical Contractors for traffic signal installation in Medford (West Main Street at Columbus Avenue) on the Medford-Prevolt Highway in Jackson County.

Final payment on this contract is $542.85 and the total contract amount is $4,812.00. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Madsen & Stokes Electrical Contractors
P.O. Box 280
Roseburg, Oregon

Fred L. York Insurance
1200 High Street
Eugene, Oregon
C.H. Maison
Attn: John Herr

RECEIVED
JUN 9 - 1965
FOR FILING

June 9, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed on May 27, 1965, on Contract No. 6503. The contract was with Madson and Stokes Electrical Contractors and was for traffic signal installation at West Main Street and Columbus Avenue in Medford on the Medford-Prevalt Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 9, 1965, and that you concur in this procedure at the Commission meeting on July 13, 1965.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
Victor D. Wolfe
Ivan D. Merchant
C. H. Maison
L. H. Young
L. R. Chandler

CAG:jm bg

RECEIVED
DEC 22 1964

FORM E-30X—30M—7-64 SP 6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 21, 1964

SUBJECT:

To: Mr. D.B. Parkes
Office Engineering

DEPARTMENT

Madson and Stokes Electrical Contractors started work on Contract No. 6503, traffic signal installation at West Main Street at Columbus Avenue in Medford on the Medford-Provolt Highway in Jackson County on December 16, 1964.

Ivan D. Merchant
Bridge Engineer

CAG:jm

cc: Floyd Query

NOTED
FLOYD QUERY

RECEIVED
NOV 24 1964
FOR FILING

CONTRACTS and AGREEMENTS No. 2761

11-Hill
6503

Salem, Oregon
October 14, 1964

Agenda Item 4-h

Mr. H.S. Cox
County & City Engineer
Building

Traffic Signal Agreement
Medford-Provolt Highway (Main St.)
at Columbus Avenue
City of Medford

Attention: Mr. Don Harwell
Office Engineer

Attached is a conformed copy of an agreement with the City of Medford for installation of a traffic light on the Medford-Provolt Highway at Main and Columbus Streets in Medford.

A fully executed copy has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Medford.

Secretary

rm
Attach: 1

RECEIVED
OCT 8 - 1964
FOR FILING
6502

October 7, 1964

Oregon State Highway Commission

Gentlemen:

The City of Medford has applied for installation of a traffic light on the Medford-Provolt Highway at Main and Columbia Streets in the city of Medford. Investigations indicated that the signal was warranted and bids were taken at the September 22, 1964 letting.

Through inadvertence, the agreement covering this installation which was scheduled for approval on the August 27 meeting failed to get on the agenda. The agreement has been approved by the City of Medford.

This matter will be on the agenda for the meeting October 9 and we recommend your approval and authorization for the secretary to sign the agreement for and on behalf of the Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall

TE:jw bbc

RECEIVED
SEP 28 1964
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 28, 1964

Madsen & Stokes Electrical Contractors
P. O. Box 280
Roseburg
Oregon

Gentlemen:

The State Highway Commission on September 25, 1964, awarded to you State Highway Contract No. 6503 for the following project:

Medford Traffic Signals at W. Main St. and Columbus Avenue on the Medford-Prevelt Secondary Highway in Jackson County.

This award was based on your low bid of $4,935.00 which was submitted to the Commission on September 22, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc:
Frank Morgan
L. H. Young
R. G. Savage (BLAC)
I. D. Merchant

RECEIVED
SEP 16 1964
FOR FILING

FORM E-BOX—50M—10-62 46623

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 8, 1964

To: Mr. C. H. Maison
O F F I C E

Attention: Mr. John Herr

SUBJECT: Advance Deposit
Traffic Signal Installation
Medford-Provolt Hwy (Main Street)
at Columbus Avenue
City of Medford

Attached is the City of Medford's Warrant #031927 in the amount of $3,050 which is the required advance deposit for the City's share of the project costs.

Dan N. Harwell

Dan N. Harwell, Office Engineer
County and City Division

mm
Att.

cc: Ivan Merchant
F. B. Crandall
Tom Edwards

RECEIVED
SEP 8 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 26 1964
FILING

June 25, 1964

Mr. Vernon Thorpe
Public Works Director
City Hall
Medford, Oregon

2398

Dear Mr. Thorpe:

This will acknowledge your letter of June 17 requesting that the same type of agreement be prepared for the proposed signal installation at the intersection of Main Street and Columbus Avenue as was used for the intersection of Central Avenue and Ninth Street. This latter installation was a co-operative venture wherein the State Highway Department furnished a portion of the equipment and the City of Medford furnished the remainder of the equipment and supplied all labor for the installation.

As you are aware, it is our general practice to install traffic signals by contract. Electrical contractors are prone to criticise us if we make many installations by any other method.

Because of this, it is believed that the proposed installation at the intersection of Main Street and Columbus Avenue should be installed through our normal contracting procedures.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall
L. R. Chandler

VPJ:pk jw

RECEIVED
JUN 29 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. STRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 10, 1964

Mr. Vernon L. Thorpe
Public Works Director
City Hall
Medford, Oregon

Dear Mr. Thorpe:

The proposed traffic signal at the intersection of W. Main Street and Columbus Avenue will require the installation of underground conduit.

In order to eliminate the possibility of cutting of new pavement, it is suggested that the City install the listed 1 1/2-inch rigid conduit under Columbus Avenue prior to paving.

1. Station 34+42
2. Station 26+30

The conduit ends should be capped and should extend beyond the inside of the new curbs.

Very truly yours,

Tom Edwards
Ass't. State Highway Engineer

By
Original Signed by
F. B. CRANDALL

NOTED
TOM EDW 03

F. B. Crandall
Traffic Engineer

WRZ:sm
bc: Tom Edwards

RECEIVED
JUN 29 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 8 - 1964

FOR FILING

715-1

6563

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
May 4, 1964

To: Tom Edwards
Ass't. Highway Engineer
B U I L D I N G

SUBJECT: Request for Traffic Signals
Main Street (ORE238) at
Columbus Avenue
Medford

There is attached a report from Division III on the above subject.

The recommendation for the installation of traffic signals at this location is in order. Conditions very closely approach the minimum warrants at the present time and if the City proceeds with its plans to widen Columbus Avenue, the warrants should be exceeded.

Mr. Clark recommends that the 15-foot curb radius in the southeast quadrant of the intersection, as proposed by the City, be increased to 25 feet. It is believed that this recommendation is also in order to improve the movement of traffic making the right turn.

The traffic signal at this intersection is estimated to cost $7,200. It is recommended that this be approved providing the City proceeds with the widening project on Columbus Avenue and providing the City pays one-half the cost of the installation and cares for future maintenance and power consumption.

F. B. Crandall
Traffic Engineer

Copy to Crandall 5-7-64

VPJ:sm
Attachment

Approved 5/7/64
Asst. State Hwy. Engr.

Forward agreement to City for signature

RECEIVED
MAY 8 1964

F B Crandall

Vol

FORM E-20X 50M 3-62 40600

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 28, 1964

To: L. R. Chandler
Division Engineer
O F F I C E

SUBJECT: Proposed Curb Returns & Signalization
Medford-Provolt Highway-Medford
Intersection of Main Street and
Columbus Avenue
ORE238 - Hwy. 272 - M.P. 23.93

Attached is a letter dated March 18, 1964 from Mr. Vern Thorpe, Director of Public Works, Medford requesting a recommendation as to the desirability of signalizing the subject intersection in view of the city and county widening and extension projects on Columbus Avenue for this comming construction season. As pointed out in this letter, the possible extension of the Main - 8th Streets couplet would have a bearing on the decision to signalize the subject intersection. It is also requested that recommendations be made as to the curb return design.

The extension of the Main - 8th Streets couplet has been discussed in the past, but no definite plans have evolved. I checked with the traffic engineering division in Salem and found that nothing is planned in the near future. It was thought that any extension would include the Lozier Lane and Ross Lane South which would be west of the west city limits of Medford and would make the westerly connection of this couplet in the vicinity of the Oak Grove School. As pointed out by Mr. Thorpe the Bear Creek Metropolitan Transportation study might point the need for this couplet extension as information becomes available from this study at a later date.

Attached is a flow diagram showing the results of a 16 hour manual turning movement count factored to 24 hours taken March 24 and 25, 1964. This count revealed that 10,083 vehicles entered the intersection during the 24 hour period. 8,348 or 83% entered from the east and west. 1,735 or 17% entered from the north and south. Currently Columbus Avenue is a graveled Street south of Main Street. The great bulk of the entering volume on Columbus Avenue enters from the north. Few pedestrians cross ORE238 at this location. There are curbs and sidewalks east of Columbus Avenue. There are residences in three quadrants of this intersection and a Union Service Station in the southwest quadrant.

RECEIVED
APR 29 1964
TRAFFIC ENGINEERING

NOTED
W. R. ZIRBES

NOTED

The attached Traffic Signal Warrant Comparison Sheet indicates that currently this intersection falls somewhat below the minimum warrant for signalization. During the eight maximum hours 605 vehicles/hr entered the intersection on Main Street. During the same eight hours 115 vehicles/hr entered from the north on Columbus Avenue. The minimum warrant being 500 and 150 vehicles/hr respectfully.

There were 13 reported accidents at this location during the period from January 1, 1959 to December 31, 1963. There were no fatalities but six persons were injured. There were five turning movement, three rear end, two angle, one sideswipe, one pedestrian and one backing type accidents. During the last 12 months studied there was one accident preventable by signalization.

The proposed widening of Columbus Avenue to a 44 foot cross section should increase the volume on Columbus Avenue south of ORE238 even with the section between Stewart Avenue and Prune Street remaining graveled. This widening should tend to form an outer belt between Stewart and McAndrews Road to the north bypassing the central business district. The The extension of Columbus Avenue south to the Jacksonville - Pheonix Road will tend to increase the volume immediately south of ORE238 on Columbus Avenue. However, this may not increase the south leg volume of Columbus to a point where it exceeds the north leg. In the foreseeable future the north leg would experince the higher volume and would, after reconstruction in all likelihood, meet the minimum warrant for signalization.

The attached plan submitted by the city of Medford shows 25' curb radii in the northeast and northwest quadrants. This is a minimum to provide for truck traffic. The 35' curb radius in the southwest quadrant is adequate. The proposed 15' radius in the southeast quadrant is not adequate and should be increased to a minimum of 25'.

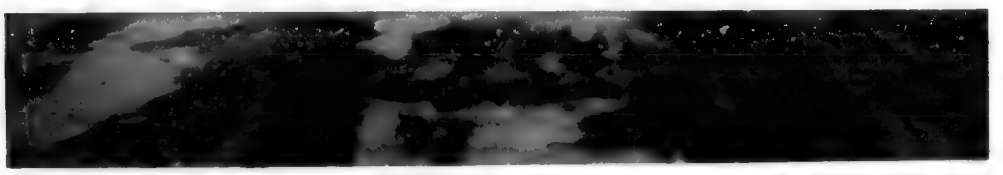
Therefore, it is recommended that detailed plan and cost estimate be developed by the traffic engineering division in Salem for a pretimed signal to be financed on a 50-50 basis with the city of Medford to be completed to coincide with the completion of the cities portion of the widening of Columbus Avenue. This signal would be interconnected to the Rose Street signal.

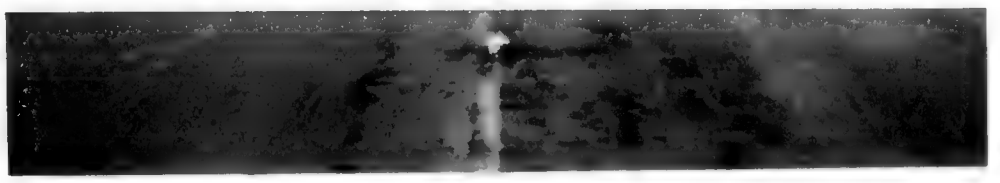
ORIGINAL SIGNED BY GLEN L. CLARK
DIVISION TRAFFIC ENGINEER

Glen L. Clark
Division Traffic Engineer

GLC:crd
Attach.

cc: F. B. Crandall
R. L. Lammert





...ricad - Provolo Midway - ...rd

1. Looking ... feet east o... .
2. Looking ... Avenue from 50 feet south of ORE238.
3. Looking west on ORE238 from 50 feet east of Columbus Avenue.
4. Looking south on Columbus Avenue from ... feet north of ... .

APR · 64

APR · 64

Medford - Provolt Highway - Medford

1. Looking east [illegible] feet west of Columbus Avenue.
2. Looking north on Columbus Avenue from 50 feet south of ORE238.
3. Looking west on ORE238 from 50 feet east of Columbus Avenue.
4. Looking south on Columbus Avenue from 50 feet north of ORE238.

Redford - Provolt Highway - [illegible]

1. Looking [illegible] feet east of [illegible].
2. Looking [illegible] Avenue from 50 feet south of ORL238.
3. Looking west on ORL238 from 50 feet east of Columbus Avenue.
4. Looking south on Columbus [illegible] feet north of [illegible].

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE _____ CITY OF _____

DAY OF WEEK _____ INTERSECTION OF _____

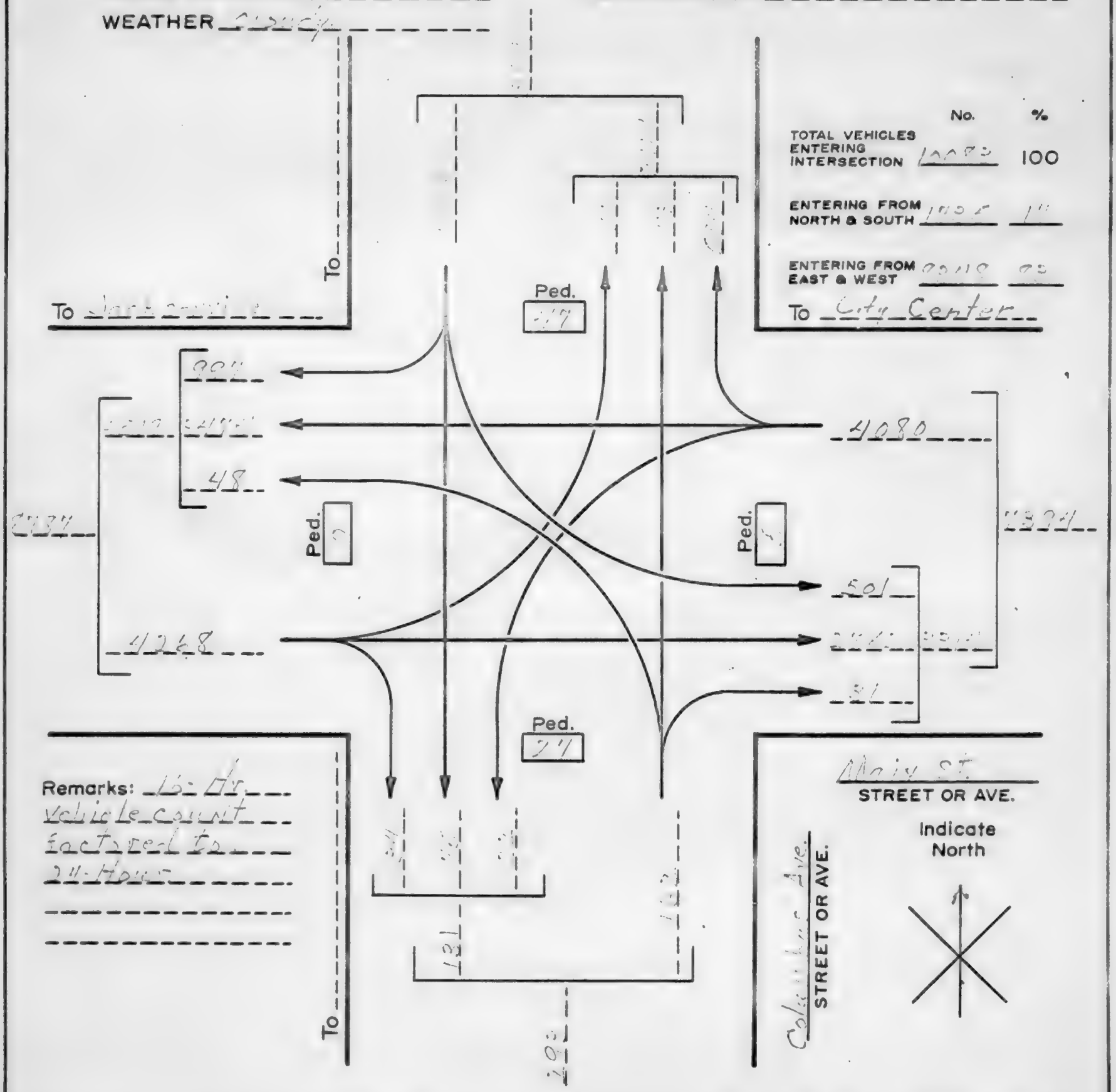
ACTUAL COUNT (VEH.) _____ HRS. AND _____

HOURS COUNTED _____ STATION NO. _____

PEDESTRIAN COUNT _____ HRS. CODE NO. _____

HOURS COUNTED _____ CLASSIFICATION _____

WEATHER _____



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION		100
ENTERING FROM NORTH & SOUTH		
ENTERING FROM EAST & WEST		

To City Center

Remarks: 16 Hr vehicle count factored to 24-Hour

Form E-48—3M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date ..... April 25-1964

Day of week ..... Tues + Wed.

Hours counted .....

Weather ..... cloudy

Classification ..... All Vehicles

City

Int

Sta

Co

	TIME	SUMMARY BY MOVEMENTS												TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West						
A. M.	6:00– 7:00	10				1		21	24				1	117	22	19			
	7:00– 8:00							35	124					218		11	156		
	8:00– 9:00			41	51		8	133	121					303	50	16	122		
	9:00–10:00			17				93	111					467		19			
	10:00–11:00						3	194		1			2	551					
	11:00–12:00				37			215	194		1		3	614	56	14			
P. M.	12:00– 1:00				121						41			718		19			1
	1:00– 2:00						2			1			3	625					
	2:00– 3:00												2	641	89				
	3:00– 4:00												2						
	4:00– 5:00												21	518					
	5:00– 6:00										1		11						
	6:00– 7:00												4	509					
	7:00– 8:00						2			1			3	490					
	8:00– 9:00												4		54				
	9:00–10:00																		
	10:00–11:00																		
	11:00–12:00																		
	12:00– 1:00																		
A. M.	1:00– 2:00																		
	2:00– 3:00																		
	3:00– 4:00																		
	4:00– 5:00																		
	5:00– 6:00																		
	24-Hour total .	1											4						
	16-Hour total .		221	906		1		2158	2252					2					
	...-Hour total .																		
	Control . . .																		
	Factor . . .																		

Tabulated

Computed

Checked b

Checked b

Columbus Ave. ..... St. is North and South

Main ..... St. is East and West

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Medford

Intersection Columbus Ave & Main St.

Station number

Code number

Classification All Vehicles

Entering Volumes

South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total
		1	11	2			
			5				
			2				
			46				
		2	5				
		3	14				
			11				
		3	25				
		2	21				
		4	28				
		11	21				
		4	59				
		3	49				
		4	11				
		4	11				

SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
North	East	West	South	North	East	West	South
		51		2			
		5		1			2
	1			1			
		24		2			1
		25		1			1
	21	1		7	2		1
124		1		1			4
	14	2	11	5			
				3			5
		5			2		15
	3	5		7			2
				6	1		3
	3		1	2			
	1			2			
		12		2			
			15			0	

Tabulated by

Computed by

Checked by

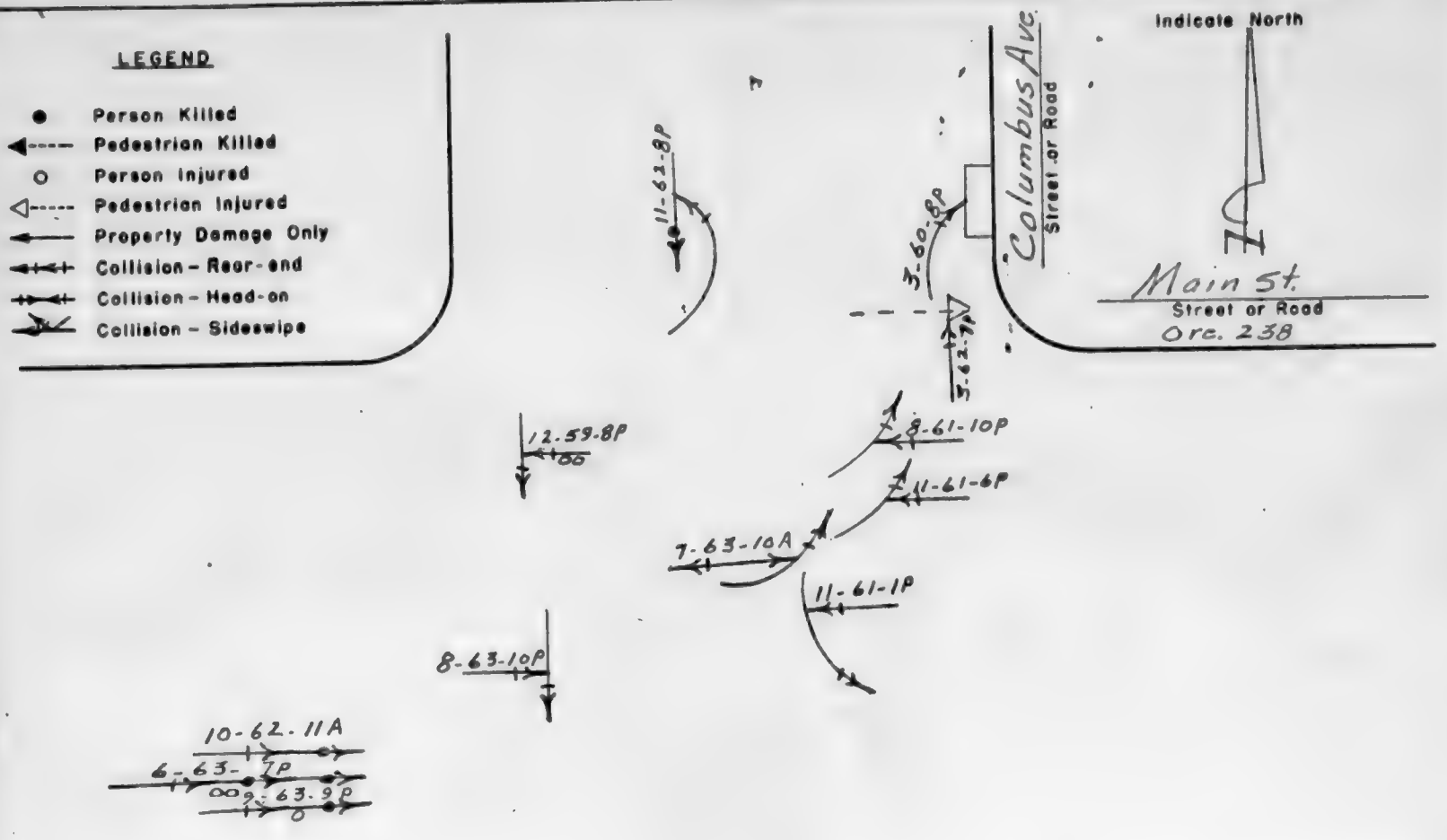
Checked by

...th

...st

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of Medford County Jackson
Intersection of Main St. and Columbus Ave.
Highway Number 272 (Orc 238)
Period Covered 1-1-59 to 12-31-63
Compiled by VBC Drawn by _____ Date 3-18-64



Collision Type	1959-1960				1961				1962				1963				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle		1		1											1	1		1	1	2
Head-on																				
Rear-end											1	1		2		2		2	1	3
Sideswipe															1	1				
Turning Movement			1	1			3	3			1	1							5	5
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian										1		1								
Backing															1	1			1	1
Misc.																				
TOTAL	-	1	1	2	-	-	3	3	-	1	2	3		2	3	5		3	8	11

Form E-260 — 2M — 11-45

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD

MEDFORD, OREGON 97501

March 18, 1964

Office to Clerk
& Engineer

Mr. L. R. Chandler
Division Engineer
Oregon State Highway Department
Roseburg, Oregon

Dear Sir:

Subject: West Main and Columbus Avenue
Intersection
Medford-Provolt Highway - Medford

Petitions have been submitted to the City Council for paving Columbus Avenue from Jackson Street on the north to Prune Street on the south. Plans are being prepared on which to call a hearing in April for the street paving project 44 feet between curbs. This project will open Columbus Avenue from Stewart Avenue north through the city to McAndrews Road, although the short section between Stewart Avenue and Prune Street will not be paved. Jackson County is planning the extension of South Columbus Avenue to be completed from Stewart Avenue south to the Jacksonville-Phoenix Highway this summer. Traffic volumes on Columbus Avenue will no doubt increase substantially when these sections are completed this year.

Traffic volumes taken at this location last week indicated approximately 8,000 vehicles per day on West Main Street, and 3,600 vehicles per day on Columbus Avenue north of Main Street.

We realize that arterial street construction should probably be deferred until the Area Transportation Study is completed for the Bear Creek Valley, but on the other hand it is not entirely practical to delay street construction projects approximately three years when abutting property owners are paying part of the cost and have petitioned the city to perform the work.

We also realize that the extension of the 7th Street-8th Street Couplet, or the widening of West Main Street west of Elm Street will

be an important part of the major street network in the Bear Creek Valley Transportation Study; however, this would appear to be the most logical major street in this area and the results of the Transportation Area will probably not affect the location of this highway from Medford west to Jacksonville.

In view of the fact that the 7th Street-8th Street Couplet should be extended to the west, or that West Main Street should be widened west of Elm Street, we would appreciate your advice regarding the intersection design for Columbus Avenue at these intersections and if traffic signals should be planned for either one or both of these intersections.

We are attaching a small scale map showing the proposed project.

Very truly yours,

Vernon Thorpe
Public Works Director

VT:ms

Attachment

MEDFORD
Proposed
Constructed
Co. Road

MEDFORD
ELNA AV
GRIFFIN AV
MAIN ST
BEAN
SPRING
WOODS
COURT
WILLAMETTA
MYRTLE
TAYLOR ST
ADAMS AV
ASHLAND
WIASTIC
BLAIR
ST ANDREWS
ROLLE
CORUNA AV
COVINA AV
JOSEPH ST
ELLIOTT
TENNESSEE DR
LYNN ST
HAZEL ST
ELM
BIRCH
ASH
TABLE ROCK
CRATER
HILTON
BULLOCK RD
WHITTLE AV

33-8314 Maupin Rock Prod. Proj., The Dalles-California Hwy. 1964

#6504

RECEIVED
MAY 18 1965
FOR FILING

May 17, 1965

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On May 3, 1965, we wrote to you concerning release of final payment on Contract No. 6504 awarded to Jed Wilson and Son for rock production on the Maupin Section of The Dalles-California Highway in Wasco County.

Final payment on this contract is $1,276.86 and the total contract amount is $43,943.27, including $1,381.33 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fks

cc Jed Wilson & Son
P. O. Box 217
Lapine, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
MAY 3 -, 1965
FOR FILING

6-34

April 30, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed March 26, 1965, on Contract No. 6504. The contract was with Jed Wilson & Son and was for rock production on the Maupin Section of The Dalles-California Highway in Wasco County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective April 30, 1965, and that you concur in this procedure at the Commission meeting on June 1.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. W. Rulien

FBK:bg

33 (314

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Maupin	WEEK ENDING: April 23, 1965	
HIGHWAY: The Dalles-California	SECTION PREFIX: 33-8314	COUNTY: Wasco
NAME OF JOB: Maupin	KIND OF WORK: Rock Production	
CONTRACTOR: Jed Wilson and Son	CONTRACT NUMBER: 6504	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: Sept 9, 1964	DATE WORK STARTED: November 19, 1964	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK	SPECIFIED WORK DAYS: 60	WORK DAYS USED: 41
MEN: 0 SUPERVISION: 0	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 68
PROJECT AUTHORIZATION: $ 43,987.50		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 40,859.50	ENGINEERING AUTHORIZATION: $ 3,128	
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $ "	ENGINEERING COST TO DATE: $ 2,800	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 107
ESTIMATED PERCENT OVERRUN: 7 %	PERCENT OF AUTHORIZATION: 90 %	DATE PROJECT WAS COMPLETED: March 26, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
						100		
				GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT								
MILES PARTIALLY COMPLETED								
MILES COMPLETED								
TOTAL ESTIMATED QUANTITIES (CONTRACT)						15,000 Cy		
TOTAL QUANTITIES CORRECTED TO DATE						16,757 Cy		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE						"		
AVERAGE DAILY QUANTITIES						0		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME						0		
NUMBER OF SHIFTS PER DAY						0		
HOURS PER SHIFT						0		

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Cool-Showers-Wind			
TUESDAY	" " "			
WEDNESDAY	Pt. Cloudy-Fair			
THURSDAY	Pt. Cloudy-Warm			
FRIDAY	" " "			
SATURDAY				

NOTED
JOHN R. OAKES
APR 27 1965

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	No Work on Project.
TUESDAY	" "
WEDNESDAY	" "
THURSDAY	" "
FRIDAY	One man computing data for semi-final
SATURDAY	

REMARKS

Semi-final report was completed and sent to division office on Saturday of this week.

FINAL REPORT

SIGNED Ernest E. Corum LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
SEP 28 1964

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 28, 1964

6314

Jed Wilson & Son
P. O. Box 217
Lapine
Oregon

Gentlemen:

The State Highway Commission on September 25, 1964, awarded to you State Highway Contract No. 6504 for the following project:

Maupin Rock Production Project on The Dalles-California Highway in Wasco County.

This award was based on your low bid of $38,100.00 which was submitted to the Commission on September 22, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

FORM E.C. REV 12-64

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

NAME OF JOB: Maupin	SECTION: Maupin	WEEK ENDING: April 23, 1965
	HIGHWAY: The Dalles-California	SECTION PREFIX: 33-8314
	KIND OF WORK: Rock Production	COUNTY: Wasco
CONTRACTOR: Joe Wilson and Son	CONTRACT NUMBER: 6504	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: Sept 1, 1964	DATE WORK STARTED: November 19, 1964	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS: 60	WORK DAYS USED: 41
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 68
PROJECT AUTHORIZATION: $ 43,987.50		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 40,859.50	ENGINEERING AUTHORIZATION: $ 3,128	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ "	ENGINEERING COST TO DATE: $ 2,800	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 107
ESTIMATED PERCENT OVERRUN: 7 %	PERCENT OF AUTHORIZATION: 90 %	DATE PROJECT WAS COMPLETED: March 26, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
					100		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)					15,000 Cy		
TOTAL QUANTITIES CORRECTED TO DATE					16,757 Cy		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					"		
AVERAGE DAILY QUANTITIES					0		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0		
NUMBER OF SHIFTS PER DAY					0		
HOURS PER SHIFT					0		

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Cool-Showers-Wind			
TUESDAY	" " "			
WEDNESDAY	Pt. Cloudy-Fair			
THURSDAY	Pt. Cloudy-Warm			
FRIDAY	" " "			
SATURDAY				

NOTED
JOHN R. OAKES

APR 26 1965

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	No Work on Project.
TUESDAY	" "
WEDNESDAY	" "
THURSDAY	" "
FRIDAY	One man computing data for semi-final
SATURDAY	

REMARKS

Semi-final report was completed and sent to division office on Saturday of this week.

FINAL REPORT

SIGNED [signature] LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

SU-31(7) Crest St.-Patterson St. Sec., 1964
Klamath Falls-Lakeview Hwy.
#6505 (Grad., Pav. & Struct.) [redacted]

STATE COPY

Monthly transaction number 2 - 12	PR-2A (10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 9	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Klamath
Modification number 1		Project number 80-31(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 2, 1964, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 500,623.00	$ 540,117.00
Federal funds	$ 311,000.00	$ 326,838.06
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 30th day of January, 1967.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. PARSONS, Division Engineer

By _____
L. R. Backlund, Admin. Manager

US COMM-DOC 26364-P65

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 1/6

PROJECT REPORT NO. 4

FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

STATE Oregon

COUNTY Klamath

PROJECT NO. 30-31(7)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR-66 - 1.2 mi. E. of Klamath Falls, E. 1.5 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-30-64	1.494
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 500,623.00	$ 311,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd W. Stone

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XXXX A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer NOV 2 1964

Oregon State Highway Department

Federal Aid Secondary
Project No. SU-31(7)

CREST ST.-PATTERSON ST. (KLAMATH FALLS) SECTION OF THE

KLAMATH FALLS-LAKEVIEW HIGHWAY IN KLAMATH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 20, 1964

Type Code 6201
Roadway (Sta. 66+60 to Sta. 145+50) (Contract No. 6505)

Clearing and Grubbing	All Required		$ 20,000.00
Removal of Miscellaneous Concrete and Masonry	All Required		2,500.00
Drainage Excavation, Unclassified	4,220 cu.yds.	$ 5.00	21,100.00
General Excavation, Unclassified	24,600 cu.yds.	1.50	36,900.00
Finishing Roadbed and Slopes	1.48 miles	2,000.00	2,960.00
6-inch Sewer Pipe	90 lin.ft.	1.50	135.00
8-inch Sewer Pipe	1,880 lin.ft.	2.50	4,700.00
12-inch Sewer Pipe	2,500 lin.ft.	3.00	7,500.00
15-inch Sewer Pipe	1,260 lin.ft.	3.50	4,410.00
18-inch Sewer Pipe	2,750 lin.ft.	4.00	11,000.00
24-inch Sewer Pipe	140 lin.ft.	6.00	840.00
Extra for Pipe Under Pavement	760 lin.ft.	6.00	4,560.00
12-inch Culvert Pipe	100 lin.ft.	3.00	300.00
18-inch Culvert Pipe	18 lin.ft.	4.00	72.00
24-inch Culvert Pipe	26 lin.ft.	6.50	169.00
12-inch Half-circle Metal Culvert Pipe	100 lin.ft.	5.00	500.00
12-inch Siphon Pipe	100 lin.ft.	4.00	400.00
12-inch Metal Siphon Pipe	110 lin.ft.	7.50	825.00
18-inch Steel Siphon Pipe	16 lin.ft.	12.00	192.00
50-inch Arch-Type Corrugated Metal Pipe	160 lin.ft.	18.00	2,880.00
2-inch Galvanized Water Pipe	120 lin.ft.	1.00	120.00
2-inch Gate Valves	1 only	25.00	25.00
4-inch Gate Valves	1 only	100.00	100.00
6-inch Gate Valves	1 only	150.00	150.00
4-inch Irrigation Pipe	120 lin.ft.	2.00	240.00
8-inch Irrigation Pipe	1,570 lin.ft.	2.50	3,925.00
10-inch Irrigation Pipe	220 lin.ft.	3.00	660.00
12-inch Irrigation Pipe	1,640 lin.ft.	3.50	5,740.00
6-inch Coated Steel Irrigation Pipe	100 lin.ft.	4.50	450.00
4-inch Irrigation Valves	40 only	6.00	240.00
6-inch Irrigation Valves	1 only	10.00	10.00

1½-inch Electrical Conduit	100	lin.ft.	$ 2.00	$ 200.00
12-inch Steel Slide Gate	1	only	85.00	85.00
12-inch Brass Slide Gate	1	only	100.00	100.00
Reinforced Ditch Lining	540	sq.yds.	7.20	3,888.00
Class "A" Concrete in Miscellaneous Structures	17	cu.yds.	100.00	1,700.00
Metal Reinforcement in Misc. Strs.	740	lbs.	0.20	148.00
Miscellaneous Lumber	All	Required		200.00
Concrete Inlets, Type "D"	2	only	87.00	174.00
Concrete Inlets, Type GB-1	54	only	84.00	4,536.00
Concrete Manholes	27	only	250.00	6,750.00
Concrete Curbs	440	cu.yds.	50.00	22,000.00
Concrete Curbs and Gutters	40	cu.yds.	50.00	2,000.00
Concrete Walks	92	sq.yds.	5.50	506.00
Salvage and Reinstall Guardrail	80	lin.ft.	3.00	240.00
Loose Riprap	160	cu.yds.	10.00	1,600.00
Material in Subbase	24,500	tons	2.00	49,000.00
Coarse Crushed Material in Base	14,500	tons	3.25	47,125.00
3/4"-0 Material in Base	5,900	tons	3.40	20,060.00
Sprinkling	690	M-gal.	3.00	2,070.00
Preparation of Base	1.48	miles	1,000.00	1,480.00
3/4"-0 Material in Binder Course	300	cu.yds.	5.00	1,500.00
RC-250 Asphalt	46	tons	60.00	2,760.00
Class "B" Asphaltic Concrete	10,000	tons	7.50	75,000.00
Class "B" Asphaltic Concrete in Walks and Driveways	1,050	tons	10.00	10,500.00
RS-1 Asphalt	4	tons	100.00	400.00
				$387,625.00
Flagging (57½% of the Contractor's Cost)	All	Required		$ 6,000.00
Signing	All	Required		1,350.00
				$ 7,350.00
Utilities				
Work by Pacific Power & Light Co.	All	Required		$ 11,000.00
Work by Oregon Water Corporation	All	Required		6,000.00
				$ 17,000.00
		Subtotal		$411,975.00
		10% Engr. & Cont.		41,197.00
		Total		$453,172.00

Type Code X021
Altamont Bridge Widening (1419A) (Sta. 74+77.80 to Sta. 75+67.60) (Cont. No. 6505)

Modify Existing Bridge	All	Required		$ 5,500.00
Shoring, Cribbing, etc.	All	Required		6,000.00
Structural Excavation	170	cu.yds.	$ 12.00	2,040.00
Structural Excavation Below Elevation Shown	20	cu.yds.	30.00	600.00

Class "A" Concrete (187 cu.yds.)	All Required		$ 20,000.00
Metal Reinforcement (45,500 lbs.)	All Required		6,500.00
Metal Parapet Railing	181 lin.ft.	$ 8.00	1,448.00
1-inch Electrical Conduit	110 lin.ft.	2.00	220.00
Install Telephone Conduit	All Required		480.00
Move Water Line	All Required		350.00
	Subtotal		$ 43,138.00
	10% Engr. & Cont.		4,313.00
	Total		$ 47,451.00

Length of Roadway - - - - - - - - - - - 1.477 miles
Length of 1 Bridge - - - - - - - - - - - 0.017 miles
Total Length- - - - - - - - - - - - - - - 1.494 miles
Cost of Roadway per Mile- - - - - - - - $306,819.22

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$453,172.00	$282,000.00	$171,172.00
Bridge	47,451.00	29,000.00	18,451.00
	$500,623.00	$311,000.00	$189,623.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

RECEIVED
JAN 9 1967

UNITED STATES GOVERNMENT

Memorandum

FOR FILING

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: December 30, 1966

In reply refer to: 08-35-DB

6505

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: R. H. Tokerud
Acting Division Engineer

1301

SUBJECT: Oregon SU-31(7)
Crest Street - Patterson Street Section
Klamath Falls - Lakeview Highway

The final report indicated our November 10, 1966 acceptance of this project based on our final inspection of November 2 and 3, 1965 indicated acceptance based on full assessment of liquidated damages in accordance with approved specifications which eradicated all possible reasons for granting time extensions except for delays caused by strikes.

Mr. Klaboe's letter of August 24, 1966 with reference to the closeout conference on our Secondary Road Plan Evaluation, indicates (on page 5) that a 5-day extension of time was granted due to overruns in contract quantities with emphasis on the 33 percent overrun in 3/4" - 0" Crushed Base.

Mr. Ridings, by telephone conversation on December 29, 1966 with our Area Engineer, Mr. Christianson, requested reconsideration with respect to Federal participation in the granted extension.

As you know, we have a definitely adverse attitude toward concurrence or participation in any proceedings which are in direct conflict with your specifications as approved by our agency for expenditure of Federal funds.

We have reluctantly approved of time extensions on other projects under similar circumstances with the firm understanding that your department has undertaken steps to prevent occurrences of this type on future projects.

Since this project was awarded prior to the development of this issue, and with the knowledge that corrective measures have been taken on all subsequent projects involving Federal funds, it is with great reluctance that we hereby concur in the 5-day extension of contract time as granted and approve the project for Federal participation on that basis.

RECEIVED
JAN 5 1967
OFFICE ENGINEERING

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-33C
(REV. 5-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REGION NO. 8

FINAL INSPECTION OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

(Submit original and 3 copies to the Public Roads Division Office)

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT

SIGNATURE L. W. Young

TITLE Office Engineer

STATE: Oregon

COUNTY: Klamath

PROJECT NO.: SU-31(7)

DATE OF INSPECTION: 11-2-66 & 3/65

BUREAU OF PUBLIC ROADS INSPECTION MADE BY

C. T. Christianson, Area Engineer

IN COMPANY WITH G. K. Hosner, Area Engr, C. H. Snow, Reg. Utilities Engr, BPR; M. D. Glenn, Field Testing Engr, Ried Merritt, Res Engr, OSHD

CONTRACTOR'S NAME

Asphalt Paving Co., Klamath Falls, Oregon

CONTRACT AMOUNT: $ 430,763.00

DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Grade and drain four 12' lanes high type pavement w/concrete curbs offset 8' 10/20' and 4' median. One 90' long bridge. 80' R/W with partial access control and no parking restrictions.

IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 48' - 84' feet)

TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)
6201	1.477	Var. 68' - 97'

STRUCTURES OVER 20-FOOT SPAN

TYPE CODE NUMBER	NET LENGTH (Miles)
X021	0.017

REMARKS: The project has been completed in apparent conformity with the State standards and procedures approved in accordance with the 1964 Secondary Road Plan.

CREST STREET-PATTERSON STREET SECTION
KLAMATH FALLS - LAKEVIEW HIGHWAY
Grading, Paving, and Structure Widening

The westerly end of this project (Sta 63+00) is approximately 250' east of the intersection of Crest Street and the Klamath Falls-Lakeview Highway, 0.84 miles east of the City of Klamath Falls. The easterly end (Sta 150+00) is approximately 0.16 mile east of the intersection of Patterson Street and the Klamath Falls-Lakeview Highway.

The contract was awarded on 10-9-64 with specified completion date of 9-1-65. Work was completed on 9-22-65. The sum of $1,960 liquidated damages has been assessed on the semi-Final Estimate.

NOTED
R. N. CHASE

(more)

ACCEPTED BY BUREAU OF PUBLIC ROADS

SIGNATURE DIVISION ENGINEER A. W. Parsons

DATE 11-10-66

STATE HIGHWAY DEPARTMENT COPY

The contractor has requested a time extension of 30 calendar days due to excess moisture conditions caused by the Christman flood, overruns in excavation quantities and delays caused by utilities relocation work.

The State Highway Engineer has recommended a five-day extension based on increased work on contract items.

The special provisions of the contract delete all reasons for time extensions except for delays due to strikes.

It is recommended that this project be accepted for Federal participation based on the full assessment of liquidated damages.

Laboratory tests and field control test results were reviewed and indicate substantial conformance with approved plans and specifications.

There are no unusual overruns or underruns and no known unauthorized right of way encroachments. An explanation of all overruns and underruns is on file with the Division copy of this report.

The following measurements were recorded:

Description	Planned	Measured
Height of top handrail above walk (Structure)	3'2"	3'3"
Width of sidewalk (Structure)	5'0"	5'0"
Clear roadway width (Structure)	76'	76.4'
Beam width Rt., Span 3 (Structure)	12"	12"
Col. dimensions (Horiz.) Rt., Bt.3 (Structure)	2' x 2'	2' x 2'
Roadway width (Sta 122)	68'	68'
Top inside width-Conc. ditch Liner (Sta 105)	12'	12'
Concrete Curb (Sta 105)	6" top x 7" face	6" x 7"
Catch Inlet Grate (Sta 104)	1'8 1/2"x2'8 1/2"	1'8"x2'8"

This project was accepted by the State on 1-14-66 and the materials certification is attached to the Division file copy of this report.

Acceptance of the project is recommended subject to consideration of findings of our Secondary Road Plan evaluation as outlined in our 6-29-66 memorandum.

Acceptance of the Project is recommended:

Clifford T. Christianson

Area Engineer

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6505

Salem, Oregon
February 2, 1966

Participating State Force
Work Completion Date

J. F. Putnam
Division Engineer
P. O. Box 1249
Bend, Oregon 97701

The completion date of all participating work done under State Force Order is requested on Contract 6505, Crest St.-Paterson St. Section, in Klamath County, completed September 22, 1965.

L. H. Young
Office Engineer

NKG :mo

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JAN 17 1966
- FOR FILING
SU-31(7)
6505

January 14, 1966

Hansen & Rowland, Inc.
1300 Puget Sound Bank Building
Tacoma 1, Washington

Gentlemen:

Contract No. 6505 awarded to Asphalt Paving Company for grading, paving and structure on the Crest St.-Patterson Street (Klamath Falls) section of the Klamath Falls-Lakeview Highway in Klamath County was completed on September 22, 1965, and accepted by the Highway Commission on January 14, 1966.

Final payment, in the amount of $21,265.93 will be released to the contractor after January 21, 1966. The total contract amount is $445,746.04 including $3,690.92 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Asphalt Paving Company
350 Spring Street
Klamath Falls, Oregon

Seaboard Surety Company
100 William Street
New York 38, New York

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 14 1966
FOR FILING

SU-21(7)

6515

January 14, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed September 22, 1965, on Contract No. 6505. The contract was with Asphalt Paving Co. and was for grading, paving and structure on the Crest Street-Patterson Street (Klamath Falls) Section of Klamath Falls-Lakeview Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 14, 1966, and that you concur in this procedure at the Commission meeting on January 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Crest St. - Patterson St. (K. Falls)	WEEK ENDING: Dec. 18, 1965
		SECTION PREFIX: 18-1007
	HIGHWAY: Klamath Falls, Lakeview	COUNTY: Klamath
NAME OF JOB: Crest St. - Patterson St. (K. Falls)	KIND OF WORK: Grading, Paving, & Structure	
CONTRACTOR: Asphalt Paving Co.	CONTRACT NUMBER: 6505	FEDERAL AID PROJECT NUMBER: SU - 31(7)
DATE OF CONTRACT: October 9, 1964	DATE WORK STARTED: November 9, 1964	ESTIMATED COMPLETION DATE: September 22, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: -	WORK DAYS USED: -
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED: -
	SPECIFIED COMPLETION DATE: September 1, 1965	PERCENT OF TIME ELAPSED: 109.2
PROJECT AUTHORIZATION: $ 517,177.12	ENGINEERING AUTHORIZATION: $ 36,777.04	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 480,400.08	ENGINEERING COST TO DATE: $ 58,753.53	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 102
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 466,133.46		DATE PROJECT WAS COMPLETED: September 22, 1965
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 1.9 %	PERCENT OF AUTHORIZATION: 1.60 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
100	100	100	100	100	-		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.65	1.65			1.65
MILES PARTIALLY COMPLETED	1.65	1.65			1.65
MILES COMPLETED	1.65	1.65			1.65
TOTAL ESTIMATED QUANTITIES (CONTRACT)	24,600 C.Y.	45,200 C.Y.			11,054 Ton
TOTAL QUANTITIES CORRECTED TO DATE	24,395.1 CY	48,922.76 CY			11,554.09 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	24,395.1 CY	48,922.76 CY			11,554.09 Ton
AVERAGE DAILY QUANTITIES	0 C.Y.	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Project Completed				
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1419A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy - Cold	-	0	
MONDAY	Cloudy - Cold	-	0	
TUESDAY	Cloudy - Cold	-	0	
WEDNESDAY	Clear - Cold	-	0	
THURSDAY	Clear - Cold	-	0	
FRIDAY	Clear - Cold	-	0	
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Three men worked in the office through Wednesday of this week on preparation of semi - final estimate. Estimate was completed and submitted to Division office Thursday. Some work still continues on "As Constructed Plans" and miscellaneous items.

FINAL REPORT

SIGNED W. Reid Mowatt LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
NOV 24 1965
FOR FILING

SU-S. (1)
6505

November 9, 1965

Asphalt Paving Company
350 Spring Street
Klamath Falls, Oregon

#7

Gentlemen:

The State Highway Commission at its meeting on November 4 considered your request for an extension of the specified completion date from September 1 to October 1, 1965, to complete Contract No. 6505 for grading, paving, and structure on the Crest Street-Patterson Street section in Klamath Falls on the Klamath Falls-Lakeview Highway in Klamath County.

After considering the recommendation of the Engineer and other information, the Commission extended the completion date to September 6, 1965, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc J. F. Putnam
W. Rlod Merritt
F. D. Morgan
L. H. Young
C. H. Maleen

FORM E-30 80M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 8, 1965

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer

BUILDING

SUBJECT: Extension of Time
Crest St.-Patterson St.
(Klamath Falls) Section
Klamath Falls-Lakeview Hwy.
Contract No. 6505

Attached is a request from Asphalt Paving Company, contractor on the subject contract for an extension of the specified completion date September 1, 1965 to October 1, 1965 without the assessment of liquidated damages. The contractor cites delays caused by a high water table in the work area due to the Christmas week flood, conflict with utility company work which had been delayed due to the extremely wet conditions, and increases in the contract work.

The December 1964 flood stopped the contractor's work on irrigation pipe installation and he did not resume work until the end of February. Undoubtedly the winter moisture did create some additional ground water, however, this area normally has a high water table due to the nature of the ground, existing irrigation facilities, etc. Undoubtedly some delays could be attributed directly or indirectly to the winter flood but weather influence is not a valid reason for time increases.

Conflicts with utility company work did occur to a minor extent during early stages, however cooperation and coordination of the contractor's and the utility company's work enabled the contractor to perform operations in other areas and on other phases of the project without any shutdown of his operations, and this work was noted by special provisions.

There were increases in contract quantities of some items:

Approximately 500' of storm sewer pipe, an overrun of 5.8%; 1,500 tons of sub-base material, an overrun of 6.1%; 500 tons of 1½"-0 base rock, an overrun of 3.5%; 1,950 tons of 3/4"-0 material, an overrun of 33%, and 506 tons of asphaltic concrete, an overrun of 5%.

RECEIVED
OCT 11
F. B. KLABOE

FORM E-20 80M 2-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 8, 1965

SUBJECT: Extension of Time
Crest St.-Patterson St.
(Klamath Falls) Section
Klamath Falls-Lakeview Hwy.
Contract No. 6505

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer

BUILDING

Attached is a request from Asphalt Paving Company, contractor on the subject contract for an extension of the specified completion date September 1, 1965 to October 1, 1965 without the assessment of liquidated damages. The contractor cites delays caused by a high water table in the work area due to the Christmas week flood, conflict with utility company work which had been delayed due to the extremely wet conditions, and increases in the contract work.

The December 1964 flood stopped the contractor's work on irrigation pipe installation and he did not resume work until the end of February. Undoubtedly the winter moisture did create some additional ground water, however, this area normally has a high water table due to the nature of the ground, existing irrigation facilities, etc. Undoubtedly some delays could be attributed directly or indirectly to the winter flood but weather influence is not a valid reason for time increases.

Conflicts with utility company work did occur to a minor extent during early stages, however cooperation and co-ordination of the contractor's and the utility company's work enabled the contractor to perform operations in other areas and on other phases of the project without any shutdown of his operations, and this work was noted by special provisions.

There were increases in contract quantities of some items:

Approximately 500' of storm sewer pipe, an overrun of 5.8%; 1,500 tons of sub-base material, an overrun of 6.1%; 500 tons of 1½"-0 base rock, an overrun of 3.5%; 1,950 tons of 3/4"-0 material, an overrun of 33%, and 506 tons of asphaltic concrete, an overrun of 5%.

NOTED
F. B. KLABOE

The latest project cost estimate anticipates a 2.5% total overrun in contract items. Part of the 3/4"-0 overrun material went into walk areas not planned originally. The overrun in this item, for which actual production averaged 300 ton per day, is the only valid reason for time increase and it is reasonable that some of it could have been placed concurrently with other work. We believe a 5 day extension for this work would be very fair.

For an urban project with 66 bid items, this job was completed remarkably close to the plan. There was only one small price agreement and 3 minor extra work orders.

This contract is covered by the 1954 Standard Specifications and the special provisions for this contract eliminate all reasons for time extensions with the exception of "strikes". This project was completed September 22, 1965. This represents 21 calendar days amounting to $2,940.00 in liquidated damages based on the penalty of $140.00 per day.

This is a Federal-aid Secondary-urban contract and does not require specific Bureau of Public Roads' concurrence, however, because of the restrictive clause in the special provisions in this contract they will not participate in any extension. We recommend a 5 day extension which will reduce the liquidated damages to 16 calendar days amounting to $2,240.00.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:jkk
Attach.

RECEIVED
OCT 12 1965
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6505 Contractor Asphalt Paving Company

Highway Klamath Falls-Lakeview

Section Crest St.-Patterson St. (Klamath Falls)

Kind of Work Grading, Paving & Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

An overrun in 3/4"-0 material justifies a 5 calendar day extension.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 6505

Project designation SU-31 (7) State-Federal

Date awarded October 9, 1965

Work started November 9, 1964

Per cent completed 99%, Sept. 25, 1965 Date

Calendar Date Completion ~~No. of Workdays Allowed~~ Sept.1, 1965

No. of Workdays Used

Req. Extension to: Sept. 6, 1965

~~No. of Added Workdays Requested~~ 30

E—220 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Sept. 11, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ..... days to ..... days, within which to complete our Contract No. 6505, without the assessment of liquidated damages. The said contract is described as follows: Crest St.-Patterson St. Section of the Klamath Falls-Lakeview Highway in Klamath Co.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

PLEASE SEE LETTER ATTACHED

REQUEST FOR THIRTY (30) CALENDAR DAY EXTENSION

Respectfully submitted,

ASPHALT PAVING CO.
Contractor

By J. E. Haynes
Owner

CONSENT OF SURETY

Date September 13, 1965

We, SEABOARD SURETY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

SEABOARD SURETY COMPANY
BY: Victor A. Risley
Victor A. Risley, Attorney-in-fact

Countersigned: VICTOR A. RISLEY CO.
BY: Victor A. Risley
Resident Agent

(SEAL)

RECEIVED
OCT 20 1965
FOR FILING
SU-31 (7)
6305

October 19, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 7
November 4, 1965 meeting

Gentlemen:

Asphalt Paving Company, contractor on the Crest Street-Patterson Street (Klamath Falls) section of the Klamath Falls-Lakeview Highway in Klamath County, Contract No. 6305, requests an extension of the specified completion date from September 1, 1965, to October 1, 1965. The contractor cites delays caused by high water table in the work area due to the winter floods, conflicts with utility company work which was delayed due to extremely wet conditions, and increases in the contract work as reasons for this extension.

The winter weather influence is not a valid reason for extension under the project specifications. The conflicts with utility company work were minor and did not appreciably hamper the overall progress of the work. Increases in the contract items do justify a five-day extension.

The project was completed September 22, 1965, which is 21 calendar days beyond the date specified and represents $2,940 in liquidated damages.

I recommend that the specified completion date be advanced to September 6, 1965. This will reduce the liquidated damages, leaving $2,240 outstanding.

This matter will be on the agenda for your consideration at the November 4 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
Enc. J. F. Putnam

DES:jkk:JAB:bjm fn

RAY BYRNES

ASPHALT PAVING CO.
GENERAL CONTRACTOR

PHONE TU4.6521
P. O. BOX 547
KLAMATH FALLS, OREGON

Sept. 11, 1965

Oregon State Highway Comm.
Salem, Ore.

Gentlemen:

During the months of March and April we could only work a very limited amount of Equipment and Men because of the exceedingly high water table in our work area that had been caused by the Christmas week floods. Also, the Public Utility Companies could not perform their work during the months of Jan. and February 1965 as they had planned because of the extreme wet conditions. Consequently, when the Public Utility Companies were able to do their work they were in road and we were slowed down a great deal. In addition, there have been several increases in the amount of the Contract without additional time granted to perform this extra work.

We believe that because of the above noted conditions over which we had no control we should be granted the time extension requested.

Very truly yours

ASPHALT PAVING CO.

J. R. Byrnes

J. R. Byrnes, Owner

E—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Sept. 11, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ..... days to ..... days, within which to complete our Contract No. 6505, without the assessment of liquidated damages. The said contract is described as follows: Crest St.-Patterson St. Section of the Klamath Falls-Lakeview Highway in Klamath Co.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

PLEASE SEE LETTER ATTACHED

REQUEST FOR THIRTY (30) CALENDAR DAY EXTENSION

Respectfully submitted,

ASPHALT PAVING CO.
Contractor

By L. Dynes
Owner

CONSENT OF SURETY

Date September 13, 19 65

We, SEABOARD SURETY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

SEABOARD SURETY COMPANY
BY: Victor S. Risley
Attorney-in-fact
Victor S. Risley

Countersigned: VICTOR S. RISLEY CO.
BY: Victor S. Risley
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6505 Contractor Asphalt Paving Company

Highway Klamath Falls-Lakeview

Section Crest St.-Patterson St.(Klamath Falls)

Kind of Work Grading, Paving & Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

An overrun in 3/4"-0 material justifies a 5 calendar day extension.

Recommended for Approval:

J F Sutherland
Division Engineer

Robert A Bond
Construction Engineer or Bridge Engineer
for

J B K Lafore
State Highway Engineer
Secy

Contract No. 6505

Project designation SU-31 (7)
State-Federal

Date awarded October 9, 1964

Work started November 9, 1964

Per cent completed 99%, Sept. 25, 1965
Date

Calendar Date Completion ~~Workdays Allowed~~ Sept. 1, 1965

No. of Workdays Used

Req. Extension to: Sept. 6, 1965

~~No. of Added Workdays Requested~~ 30

RAY BYRNES

ASPHALT PAVING CO.

GENERAL CONTRACTOR

PHONE TU4.6521
P. O. BOX 547
KLAMATH FALLS, OREGON

Sept. 11, 1965

Oregon State Highway Comm.
Salem, Ore.

Gentlemen:

During the months of March and April we could only work a very limited amount of Equipment and Men because of the exceedingly high water table in our work area that had been caused by the Christmas week floods. Also, the Public Utility Companies could not perfofm their work during the months of Jan. and February 1965 as they had planned because of the extreme wet conditions. Consequently, when the Public Utility Companies were able to do their work they were in road and we were slowed down a great deal. In addition, there have been several increases in the amount of the Contract without additional time granted to perform this extra work.

We believe that because of the above noted conditions over which we had no control we should be granted the time extension requested.

Very truly yours

ASPHALT PAVING CO.

J. R. Byrnes

J. R. Byrnes, Owner

(1-63)
(Prep. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 9, 1965

In reply refer to: 08-35.EC

FROM : A. M. Parsons, Division Engineer
Salem, Oregon

REFERRED TO
Asst. State Hwy. Engr.

SUBJECT: Evaluation of Secondary Road Plans

You will recall that during the calendar year 1962 a Secondary Road Plan evaluation was undertaken. We have been instructed to undertake a comparable evaluation which is to be completed and furnished to our Washington office no later than June 30, 1966. These instructions are national in scope, with similar studies being undertaken in all of the other States. Please be assured that no particular incident in your State prompted this evaluation.

In view of the approach of the end of the construction season, as a first step we have tentatively selected three projects for the contract administration phase in accordance with procedures under Instructional Memorandum 20-1-61 as follows:

Contract No.

Project No.	Name	Division	System	Supervised by	
S-255(9)	N.E. 122nd Ave.	I	County	County	6581 6582
S-147(3)	Stayton Bridge	II	County	Bridge Div.	6529
SU-31(7)	Crest-Patterson Streets	IV	State	Const. Div.	6505

Clarke? Cox Morgan Young Walker Wills

We would appreciate arranging for a conference sometime next week in order to review our selection as well as to discuss the overall evaluation. Upon confirmation of the above selection, please furnish single certified copies of the following documents for each project:

a. Construction plans
b. Proposal
c. Special Provisions and Supplemental Standard Specifications
d. Contract
e. Letter advising contractor of award

} Off Engr.

We anticipate inspecting the selected contract administration projects during the next month. Subsequently, by utilizing your Road Design Section's report on jobs completed and stockpiled as well as your schedule of contract lettings for December 14, 1965, January 25, 1966 and March 8, 1966, three projects will be selected for evaluating the design phase at least two weeks prior to advertising. Your cooperation in arranging for a joint plans-in-hand inspection of such projects at that time would be appreciated.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

9

We would also appreciate receiving a listing of field surveys underway but not completed on the Federal-aid Secondary System, including county surveys in Multnomah County, with percent complete as of September 30, 1965, comparable to that furnished with Mr. Barbee's March 2, 1962 letter, in order that a project or projects may be selected for the location phase to be evaluated.

RECEIVED
SEP 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 23 1965
FOR FILING

SU-31(7)

6505

CONSTRUCTION DIV.
JUL 26 1965

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

July 18, 1965
Klamath Falls, Oregon

To: Mr. F. D. Morgan
Construction Engineer
Salem, Oregon

SUBJECT: Complaint of Mr. R. V. Horn
Crest St.-Patterson St. (K. Falls) Sec.
Klamath Falls—Lakeview Highway
Contract No. 6505

NOTED
F. B. KLABOE

Subsequent to your call on morning of July 15, 1965, I contacted Mr. R. V. Horn at approximately 5:30 P.M. that same evening concerning design of curb radius at southwesterly corner of intersection of South Sixth and Patterson Streets on above subject project. Mr. Horn lives on this corner, 6150 South Sixth Street.

Mr. Horn contends that:

1. Longer radius curb should be placed on corner of acute angle and not obtuse angle of intersection as shown on plans.
2. 25 foot radius on curb at this corner of intersection is going to create a hazard as it will allow people to make this turn from South Sixth St. at speeds of 60 to 65 miles per hour and thus make a "speedway" out of this intersection and Patterson St. to the south.
3. This "speedway" will create hazard to school children while waiting at this corner. He contends that his neighbor to south and to west are also concerned about this condition.

Prior to your call, I had previously discussed this intersection design with Mr. Horn and told him that this was a generally accepted design for this type of condition and that I did not feel it should be changed.

As per your instructions, I advised Mr. Horn that this radius had been designed for possible future elimination of parking and providing a turning lane. Mr. Horn refused to accept this explanation because of obtuse angle of intersection with larger radius and Patterson St. is not a main artery to south as are other streets within project which intersect at nearly right angle and have a 12 foot curb radius.

Also attempted to point out to Mr. Horn that this turn could not be made at 60 to 65 miles per hour and that 25 foot radius made only 2 to 2.5 feet difference in position of curb on radius as compared to that of a 12 or 15 foot radius.

NOTED
FORREST COOPER

With reference to #3 above, when I asked Mr. Horn for names of the neighbors to south and west, he gave name of Mr. Horton who lives to the south but could not think of neighbors name to the west. Mr. Roger Lang of this office talked with Mr. Horton at approximately 8:30 P.M. on Friday July 16, 1965 and was advised that the first time he had discussed this was when Mr. Horn came to his residence on the evening of July 15, 1965. (I suspect that this was after I had talked to Mr. Horn). Mr. Horton advised that he had no praise or criticism of this intersection at that time and had declined to call Mr. Glenn L. Jackson or Mr. Forrest Cooper about it as suggested by Mr. Horn. Mr. Horton also said that he had heard no complaints or any previous "near accidents" involving school children in this vicinity but had been some trouble in the past with drivers accelerating on Patterson St. after making turn. This latter condition could be true oa any street, regardless of intersection design or condition.

In answer to my inquiry, Mr. Horn told me that he had called Mr. Glenn L. Jackson concerning future safety to school children in this vicinity.

Mr. S. P. Jones, DMS, has talked with school superintendent and he has no objections to conditions at this intersection and if any should develope it was felt that loading point for school children could be moved farther south on Patterson St.

Mr. Horn has been a chronic source of calls and complaints during this project, primarily concerning misrepresentation of right of way and the slope and irrigation easement acquisition. He has advised that he has not signed and returned his deed because of this situation. I do not believe that he has any justification for this attitude.

W. Reid Meritt

W. Reid Meritt
Resident Engineer

cc: Mr. J. F. Putnam

JUL 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

T. 39 S., R.

6" Water

Depress Curb for 16' Drwy.

Const. Type "C" Curb

Painted Traffic Markers (By Others)

Easement Line

R/W

5'R.

5'

20'

40'

Depress Curb for 16' Drwy.

Depress Curb for 16' Drwy.

Easement Line

Const. Type "C" Curb

15'R.

25'R.

60'

Depress Curb for 25' Drwy.

PATTERSON

R/W Line

+35 Const. Appr.

145+22.86 P.C.S.

3°15' C.R.
Δ 43°46'
T 960.31'

Exist. Surface at ℄

Finish Grade 26' Rt.

4194.24

SU-31(7)

500' V.C.

END OF PROJECT
STA. 145+50

See Sht 8
From Sta. 103+50

Emb. 575

Exc. 1,652

Emb. 1,377

4195

4190

4185

4180

140

145

FORM E-122X 50M 9-64

RECEIVED
LAND SURVEY
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 26, 1965

Oregon Water Corporation
Esquire Theater Building
Klamath Falls, Oregon

ATTENTION: Mr. Glenn D. Bowen

Re: X-Permit in Exchange for the Company's Quitclaim Deed
(Oregon Water Corporation)
Crest Street-Patterson Street Section
Klamath Falls-Lakeview Highway
Klamath County
Project No. SU-31(7) - Contract No. 6505

Gentlemen:

Herewith you will find two copies of an X-Permit revised as requested in your letter of April 16, 1965.

Please follow the procedure outlined in our letter of April 1, 1965, a copy of which is attached, for both the permit and the notarial acknowledgement.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm
Attachments

cc: F. B. Klaboe

RECEIVED
APR 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X BOM 9-64

RECEIVED
APR 5 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 1, 1965

Oregon Water Corporation
Esquire Theater Building
Klamath Falls, Oregon

ATTENTION: Mr. Glenn D. Bowen

Re: X-Permit in Exchange for the
Company's Quitclaim Deed
Oregon Water Corporation
Crest St.-Patterson St. Section
Klamath Falls-Lakeview Highway
Klamath County
Project No. SU-31(7) - Contract No. 6505

Gentlemen:

Enclosed are two copies of an X-Permit covering an 8-inch A.C. water line to be relocated, as agreed in our Staff Attorney's letter of July 24, 1964.

Please review and, if satisfactory, have the appropriate company official sign and return both copies to this office. Upon receipt of same the Permit will be issued and a fully executed copy returned for your records.

We are in receipt of your Quitclaim Deed relinquishing Oregon Water Corporation's rights for the above-mentioned area. However, it will be necessary to have the attached notarial acknowledgement completed by the Notary Public before whom the document was executed. This must be done before the Deed can be recorded in the Deed Records of Klamath County.

Please return the completed notarial acknowledgement with the executed Permit to this office.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm
encs.

cc: L. P. Shaw
G. E. Rohde
J. F. Putnam
J. F. Hagemann
S. P. Jones
W. Reid Meritt
J. E. Holcomb

RECEIVED
APR 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

FORM E-122

RECEIVED
MAR 25 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 8, 1965

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Southern Pacific Company
Union Station
Portland, Oregon 97209

ATTENTION: Mr. A. W. Kilborn

Re: Proposed Access Road for Klamath Irrigation District
Crest Street-Patterson Street Section
Klamath Falls-Lakeview Highway
Klamath County
YOUR FILE: Doc. Misc.
O-OC&E-Kla-64-3

Gentlemen:

This is in reply to your letters of January 7 and February 23, 1965, concerning the proposed agreement for the access to be used by the Klamath Irrigation Districtt in connection with our construction of this project.

You will recall we made our initial request to your Dunsmuir office on April 2, 1964. On April 27, 1964 you sent a drawing on which we designated the area we desired for an easement and returned to your Dunsmuir office on April 29. On June 19 we contacted, by phone, your Mr. VanWormer in Dunsmuir, who referred me to Mr. Kaleen in Portland, but no action appeared tc have been taken on this matter. On July 22 your Mr. Kendrew phoned us in regard to this and asked if the Klamath Irrigation District would accept a license agreement revokable on 30 days notice. We contacted Mr. Stewart of the District and he advised us that such an arrangement would be unacceptable to the District and that they would accept nothing less than an easement. This information was relayed to Mr. Kendrew and he advised that he would take it up with higher authority in your organization.

Meantime, the property on the south side of Sixth Street at the west end of the bridge over the irrigation canal was sold. We began negotiations with the new owner, Dr. C. W. Davis, immediately, with the intention of obtaining either right of way on which to build a turn-around for the ditch rider (in which case we would have needed this access through your property), or an access through his property from Summers Lane to the canal right of way.

We received word here in Salem on October 2, 1964, that Dr. Davis and the State had agreed to terms for an easement for a roadway across the south end

of his property. The State then proceeded to open bids for this project on October 6, award a contract on October 9 and complete negotiations with the irrigation district on October 20, 1964. The dealings with Dr. Davis were not completed until November 7, 1964. Inasmuch as we had heard nothing from the railroad since July we assumed the railroad was unable to strike the 30 day revokable clause from their proposed easement.

We appreciate the time and effort put forth to accommodate us in this matter, and we regret, due to a misunderstanding on our part, that we did not give official notification to the railroad of the finalization of our dealings with the District at an earlier date. However, we feel that the most satisfactory solution to the matter has been obtained.

Returned herewith you will find the unsigned duplicate counterparts of this proposed agreement. We have made a Xerox copy of this document for our files.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm
encs.

cc: Southern Pacific Company - San Francisco

L. P. Shaw	(w/copy of SPRR letters)	
W. T. Wright	"	"
H. G. Brainerd	"	"
J. F. Putnam	"	"
W. Reid Meritt	"	"
P. R. Barnhart	"	"

2-68

8-2668

Southern Pacific Company

IN REPLY PLEASE REFER TO

A. W. KILBORN
SUPERINTENDENT

UNION STATION, PORTLAND, OREGON 97209

January 7, 1965

Doc. Misc.
O-OC&E-Kla-64-3

Mr. F. D. Morgan
Construction Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

CONSTRUCTION DIVISION
JAN 13 1965

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Referring to your file regarding proposed access road for Klamath Irrigation District, Crest Street-Patterson Street Section of Klamath Falls-Lakeview Highway, Klamath County.

Herewith are duplicate counterparts of proposed agreement covering grant of easement to Klamath Irrigation District for private roadway along OC&E right of way illustrated by our drawing L-4125-A.

Please review the agreement and if satisfactory have executed on behalf of Klamath Irrigation District, returning both counterparts to this office for further attention.

Yours truly,

A. W. Kilborn

RECEIVED
JAN 6 - 1965
FOR FILING

MISC CONTRACTS and
AGREEMENTS No.

December 29, 1964

Mr. Ray L. Roberts, Manager
Klamath Irrigation District
Rt. 2, Box 542
Klamath Falls, Oregon 97601

Dear Sir:

We are enclosing for the records and files of the Klamath Irrigation District a fully executed copy of a Supplementary Agreement to Contract 175r-1106 between the U.S. Bureau of Reclamation and the State Highway Commission covering the crossing of the Klamath Falls-Lakeview Highway and the "A" Canal, Klamath Project.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

P.S. A fully executed copy of the above agreement has been sent to Gen. Files.

RECEIVED
DEC 21 1964
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. 1048

655

December 2, 1964

NOA

United States Department of Interior
Bureau of Reclamation
Regional Office, Region 2
P.O. Box 2511
Sacramento, California 95811

Gentlemen:

Enclosed are three copies of an Amendment and Supplementary Agreement to Contract 175r-1106 between the U. S. Bureau of Reclamation (Klamath Irrigation District) and the State Highway Commission covering a crossing of the main irrigation canal by the Klamath Falls-Lakeview Highway. These copies have been executed by the State Highway Commission and the Klamath Irrigation District and are now ready for execution by the Regional Director, Region 2, U.S. Bureau of Reclamation.

Will you please return two fully signed copies to this office so that we may have one for the Commission's files and one to forward to the Klamath Irrigation District.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

cc - T. W. Litchfield

A conformed copy of the above agreement has been retained in this office pending receipt of fully signed copies.

RECEIVED
DEC 3 - 1964
FILING

December 1, 1964

Mr. A. W. Larsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N E.
Salem, Oregon

Project No. SU-31(7)
File No. 39534 - McFarland
Crest Street-Patterson
Avenue Section
Klamath Falls-Lakeview Highway
Klamath County

Dear Sir:

Attached you will find three copies of an Information for Grant or Indenture of Access sheet designed to change the location of a point of access located between Hope and Ward Streets in suburban Klamath Falls.

The present owner plans to move a building to create a more suitable customer parking area. Relocation of the access point to the center of the proposed parking area will involve a change in location from Station 96+40 (Milepost 3.70) to Station 96+51 (Milepost 3.71). There will be no change in width from the original 35-foot reservation.

All right of way for this section of highway is being acquired with State funds. Construction will be accomplished under Project No. SU-31(7), Crest Street-Patterson Avenue Section, Klamath Falls-Lakeview Highway, Klamath County. Construction remains in an open status.

If you concur in this matter, please sign the original of the attached Information for Grant or Indenture of Access sheet and return to this office.

Very truly yours,

G. E. KOHBM
Chief Counsel

By

D. H. Moehring
Assistant Right of Way Engineer

DHM:SM
cc: Lloyd P. Shaw
L. H. Young
M. R. Mitchell

RECEIVED
DEC 2 1964
OF
STATE HI

NOTED
LLOYD P. SHAW

RECEIVED
NOV 1 - 1964

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 27, 1964

6-15

To: Mr. Walter T. Wright
Right of Way Engineer
BUILDING

SUBJECT: Indenture of Access
Crest St.-Patterson St.
Klamath Falls-Lakeview Highway

Herewith a request for indenture of access, check for $5.00, road approach application, and other data pertaining to a request from Harold Cloake for a change in location of existing access points on the Crest Street-Patterson Street Section of the Klamath Falls-Lakeview Highway.

Reasons for this request are set forth in my letter of October 20 to Mr. Shaw, which is attached hereto.

It is the recommendation of this office and approved by Mr. Shaw that the indenture be granted.

F. D. Morgan
Construction Engineer

NOTED
LLOYD P. SHAW

by

ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Ass't Construction Engineer

EAP:dc
Attach.
cc: Lloyd P. Shaw
Dean Swift
J. F. Hagemann

RECEIVED
OCT 28 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X SOM 12-63

RECEIVED
OCT 29 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6613

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 21, 1964

Pacific Power and Light Company
Public Service Building
Portland, Oregon 97204

ATTENTION: Mr. R. H. Sallee

Gentlemen:

RE: Power Line Relocation
Pacific Power and Light Company
Crest St.-Patterson St. Section
Klamath Falls-Lakeview Highway
Klamath County
Project No. SU-31(7)
Your File No. K-1719 & K-1725

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of September 22, 1964, have been approved by the State. You are hereby authorized to proceed with this work as of October 20, 1964. An X-permit for the poles previously on private easement and now to be placed on public road right of way has been sent to you under separate cover.

Prior to beginning work you are requested to do the following:

(1) Please contact Mr. S. P. Jones, District Maintenance Superintendent, P. O. Box 1090, Klamath Falls, in regard to obtaining a permit for crossing or relocating on State Highway right of way.

2. Contact Mr. W. R. Meritt, Resident Engineer, P. O. Box 1090, Klamath Falls, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for work performed subsequent to October 20, 1964 will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of your work in the bill.

PGP:fp
cc L. P. Shaw
L. H. Young
C. H. Maison
Dean Swift
W. R. Meritt
S. P. Jones
P. R. Barnhart

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
OCT 12 1964
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
O. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 9, 1964

Asphalt Paving Co.,
P. O. Box 547
Klamath Falls
Oregon

Gentlemen:

The State Highway Commission on October 7, 1964, awarded to you State Highway Contract No. 6505 for the following project:

Grading-paving-structure on the Crest St.-Patterson St. Section of the Klamath Falls-Lakeview Highway in Klamath County.

This award was based on your low bid of $430,763.00 which was submitted to the Commission on October 6, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
OCT 1 1964
FOR FILING

FORM S-203 (REV. 12-63) 54677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 28, 1964

To:
Mr. W. T. Wright
Right of Way Engineer
BUILDING

SUBJECT: Indenture of Access
K.I.D. Canal-Madison Street
Klamath Falls-Lakeview Highway

Herewith a request from Merit E. and Mary E. Smith together with a $5 bill all pertaining to a minor change in location of an existing access point on the north side of South Sixth Street in Klamath Falls. The owner has requested this change so that the new access will be located near the center of a proposed parking area.

This change has been discussed with the Area Engineer of the Bureau of Public Roads and he has no objection to the proposed change. It is the recommendation of this office, and approved by Mr. Shaw, that the indenture be granted.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

EAP:fp
Attach.
cc L. P. Shaw
Dean Swift

RECEIVED
OCT 6 - 1964
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. ____

September 3, 1964

Agenda Item 4-1

Enterprise Irrigation District
2927 Patterson St.
Klamath Falls, Oregon

Attention: Mr. George D. Kohler

Gentlemen:

We are enclosing for the records and files of the Enterprise Irrigation District a fully executed copy of an agreement between the State Highway Commission and the Enterprise Irrigation District providing for reconstruction of its facilities on Crest Street-Patterson Street Section of Klamath Falls-Lakeview Highway in Klamath County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rh
Enc.
cc - T. W. Litchfield

AUG 25 1964
FOR FILING

August 24, 1964

Oregon State Highway Commission

Gentlemen:

An agreement with Enterprise Irrigation District providing for reconstruction of its facilities on the Crest Street-Patterson Street Section of the Klamath Falls-Lakeview Highway (State Primary Highway No. 20) in Klamath County will be presented for your consideration at the August 27 Commission meeting.

The agreement provides that the State make necessary alterations in existing irrigation facilities and bear the expense thereof with one exception. At Station 112+70, an existing 30-inch pipe will be replaced with a 50 x31" arch-type metal pipe, $300 of the cost to be borne by the District.

The agreement provides that the State perform all structural maintenance of reconstructed facilities located within the limits of the highway right-of-way. The District shall perform operational maintenance within the limits of highway right-of-way and all maintenance outside those limits. Cost of alterations to the District's facilities is estimated to be $37,000 and will be done as contract work.

Your approval of this agreement and authorization for the Secretary to sign for and on behalf of the Commission is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe

F. D. Morgan
L. H. Young
C. . Maison

LPS:hlb bbc

RECEIVED
AUG 26 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 18, 1964

To: MEMO TO THE FILES

SUBJECT: Underground Telephone Conduit Installation
Crest Street-Patterson Street Section
Klamath Falls-Lakeview Highway
Klamath County

A meeting was held on July 29, 1964, in the office of Mr. W. L. Haring of the Pacific Northwest Bell Telephone Company concerning the installation of this cable and conduit system in conjunction with the proposed grading project above titled. Representing the telephone company at this conference were Mr. D. F. Martin, District Engineering Manager, Mr. D. H. Wood, Senior Engineer, and Mr. W. L. Haring, Engineer. Representing the Highway Department were Mr. P. R. Barnhart, Field Utilities Liaison Engineer, and Mr. T. W. Litchfield, Utilities Liaison Engineer.

In our Mid-Design conference we held with the company on March 11, 1964, we agreed the telephone company could place a pole line just inside the north right of way line and place an underground conduit four feet below the street surface and four feet south of the face of the north curb. All other utilities were given a place in the roadbed cross section during this conference. The telephone company owns aerial cables which occupy a pole line located on the north side of existing Sixth Street. They intend, in the future, to place this cable in an underground conduit system between Summers Lane and Madison Street. This work is to be done in two stages -- first, from Summers Lane to Homedale Street, and then from Homedale Street to Madison Street. The anticipated timing of the telephone company's work will be from Summers Lane to Homedale to be installed in approximately two and one-half years, and from Homedale to Madison Street in approximately ten years. From the State's standpoint it would be advantageous to have the telephone company install their underground conduit system from Summers Lane to Homedale in conjunction with the grading project which is to be let on October 6, 1964. The portion from Homedale to Madison Street will not be installed for approximately ten years, so this should be put underground at that time.

The telephone company went to great lengths to explain why, in their opinion, it is not economically feasible to install any of their underground system in conjunction with our construction. They pointed out, by use of charts, graphs and

various figures, that their anticipated growth would not allow them to install this line in underground system for two and one-half years from this date. The underground system we are referring to will cost the company approximately $50,000 to install. The aerial move, which would be necessary as well, and place the cables on the poles just inside the north right of way line, would cost the company approximately $20,000. The telephone company figures the annual charge on their underground plant to be approximately 17% of their initial cost. In other words, this $50,000 spent now would cost them approximately $8,500 for each year until it is fully actuated. Therefore, the installation of this conduit system at this time would mean the phone company would leave it vacant until two and one-half years go by and this would cost them approximately $17,000 to $20,000 to leave the system unoccupied.

In their opinion it would not be feasible to put their cables underground now because the move of their aerial cables, which is necessary in connection with the construction project, would have to be made and the cables left on poles in the new location until the construction of the conduit and the highway is finished. As mentioned before, the telephone aerial move will cost approximately $20,000. Therefore, in their opinion, they cannot justify more than moving the cables aerially and leaving them on poles until their growth indicates it is economical to go underground with the system. It should be brought out that regardless of what move is finally made it will be necessary for the telephone company to maintain a pole line on the north side of Sixth Street permanently for service lines to serve customers in the immediate area. Therefore, the cost of constructing a pole line would be incurred whether they went underground now or at a future date.

We pointed out the State's view of this was that it seems poor planning to construct a brand new road and then slightly more than a year after completion tear it up again for the installation of some underground utility. The Oregon Water Corporation and the California Pacific Utilities Company will install their underground facilities in connection with our construction project, and this is why we urge the telephone company to install their underground facilities at the same time. We pointed out the travelling public would be inconvenienced considerably by having the road torn up after it was initially opened to traffic and after the user became accustomed to the four-lane facility. The telephone company was also advised that the roadbed surface, will never be the same after the trench is cut through the pavement and backfilled. A dip will show in the riding surface, even with the best of care in the installation of the underground conduits.

The argument the telephone company presents is that they are tearing up roads all over the country for this underground installation and they can see no reason why they should not tear up this road along with others. We pointed out that it looks bad to the public to have a brand new road torn up for any underground utility installation because it appears that there has been no coordination or planning at all. They agreed with this and pointed out that their arguments were based solely on what their economic studies indicated. Unless their management would approve this move at this time, they could not justify expending their $50,000 for this underground installation now.

Mr. Martin indicated that he would present the project as we have discussed to his management people and request their decision on whether they could proceed with the underground installation in connection with our grading project or whether they would be required to delay action until some future date. It appears that there are several possible courses of action. The first being to install the telephone conduit from Summers Lane to Homedale in conjunction with our grading project as we have discussed. The second would be to have the telephone company make their aerial move, as they will have to do anyway, and remain on poles until such time as they are ready to install their entire underground system from Summers Lane to Madison Street, which will be in approximately ten years. Mr. Martin's opinion of this was that it was not an unreasonable request. I feel the telephone company should not be allowed to install their underground system from Summers Lane to Homedale as they currently plan to do within a year and a half of the completion of the current project. I feel they should be directed to install their underground now between Summers Lane and Homedale or remain on poles from Summers Lane throughout the project until they are ready to install all of their underground system that they plan to install from Summers Lane to Madison Street.

The most practical method, field inspection reveals, to accomplish the telephone company's entire move would be as follows:

(1) Install the new poles immediately inside the north right of way line.

(2) Top the existing poles and bring the cables over to the new poles. This also would entail splicing of several underground crossings which are now in existence, and this is where the bulk of the $20,000 cost lies.

(3) Install the underground conduit system which consists of 9 ducts, 3-1/2 inches in diameter arranged in a square cross section and encased in concrete in a position as shown on our construction plans.

(4) Install the cables in the conduits at the telephone company's convenience.

It should also be pointed out that this move, whenever it is done, is all at telephone company expense.

Every effort is being made to encourage the telephone company to coordinate their work with ours so that their installation may be made during our construction project.

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: A. W. Parsons
L. P. Shaw
L. H. Young
L. I. Lindas
J. F. Hagemann
Dean Swift
W. R. Meritt
P. R. Barnhart
V. G. O'Neil

Pacific Northwest Bell Telephone Company
785 Grant Street, Eugene, Oregon
ATTN: Mr. D. F. Martin

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street, Portland, Oregon
ATTN: Mr. G. W. Drynan

RECEIVED
AUG 19 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 4 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 4, 1964

Enterprise Irrigation District
Route 2, Box 515
Klamath Falls, Oregon

ATTENTION: Mr. George D. Kohler

RE: Deposit of $300.00
Crest Street-Patterson Street Section
Klamath Falls-Lakeview Highway
Klamath County

Gentlemen:

This acknowledges the receipt of your check in the amount of $300.00, as proposed in the draft of Agreement I handed to you on July 28, 1964.

The Agreement is now being reviewed and put in final form by our Legal Section. We intend to present this Agreement to your Board of Directors for action at your meeting of August 11, 1964.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: L. P. Shaw
C. H. Maison
L. I. Lindas
W. T. Wright
Dean Swift
W. Reid Meritt
P. R. Barnhart

RECEIVED
AUG 5 1964
OFFICE OF
STATE HIGHWAY ENGINEER

ENTERPRISE IRRIGATION DISTRICT
Klamath Falls, Oregon

№ 3533

July 30, 1964

Pay to the Order of Oregon State Highway Department $300.00

Three Hundred & No/100 ********** Dollars

From the Operation & Maintenance Fund

South Sixth Street Branch
THE FIRST NATIONAL BANK
OF OREGON
96-365/1232 KLAMATH FALLS, OREGON

ENTERPRISE IRRIGATION DISTRICT

Diego Dragoon
Authorized Signature

Gerald H. West
Authorized Signature

DETACH STATEMENT BEFORE PRESENTING FOR PAYMENT. IF INCORRECT RETURN AT ONCE.

Date	The above check in full payment of claim as stated below.	Amount
7-30-64	Reconstruction of the Crest St.-Patterson St. Section of the Klamath Falls-Lakeview Highway. As per Agreementof Additional Cost to District. The Installation of 50"x 31" arch type corrugated metal pipe to be installed at station 112+70 which replaces the existing 30" pipe now located at station 112 + 90 or as the District terms it above the corner of South 6th Street & HomedaleRd. Charge to Canals & Laterals.	300.00
	TOTAL	

RECEIVED
AUG 28 1964
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 24, 1964

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Right of Way Status
Crest Street-Patterson
Street: Grade, Pave, and
Structure
Klamath Falls-Lakeview Highway
August 25, 1964

Dear Sir:

All rights of way and slope easements have been acquired for the subject project, except for the following files which are in the condemnation process:

35975 - Grems	$ 400
35909 - Oregon Food Stores	100
36574 - Depue	125
35958 - Shell Oil Company	1,925
36572 - Gass	125
35916 - Dewitt	1,263
36583 - Donaca	125
35927 - Waggoner	175
35919 - Carnahan	100
35923 - Vaughn	1,475
35926 - Green	3,865
36581 - Golden	2,800
35914 - Boito	50
35987 - First Federal Savings & Loan Association	100
35917 - Bell	4,865
35988 - Murphy	750
35931 - Suburban Lumber Co.	1,060
37129 - Gigler	3,000
TOTAL	$ 22,303

A full negotiation has been conducted with each of the above listed owners. We are unable to agree as to compensation and no purpose may be served by a further delay in filing condemnation suits.

It is our intent to complete filing of all law suits prior to the award of a contract, so that the contractor may enter upon all lands required for project construction without delay or added cost.

While relocation advisory assistance has been available on this project, there has been no displacement of persons as a result of right of way acquisition.

Very truly yours,

L. I. LINDAS
Chief Counsel

By for Walter T. Wright
Right of Way Engineer

WTW:SM
cc: Lloyd P. Shaw
L. H. Young
L. I. Lindas
C. H. Maison

RECEIVED
AUG 26 1964
OFFICE OF
STATE HIGHWAY ENGINEER

REVISED PROJECT BASE DESIGN

Project CREST STREET - PATTERSON STREET Highway KLAMATH FALLS-LAKEVIEW (FA 410) County KLAMATH

Dist. No. _____ Approx. Length 1.7 Miles. Sta. 63+ to Sta 153+

Date 7-23-64

A.D.T. 350 Traffic Coefficient 9.4 18 Kip e.a. per day 245.7

Annual Precipitation 13"± Frost Penetration 18"-24"

NEW WORK	EXISTING ROADWAY
1½" of A.C. (Final).	1½" minimum A.C. overlay with an extra allowance of A.C. for leveling and patching - where required.
3½" of A.C. (Immediate).	
2" of ¾"-0 level course, (incl. binder).	
6" of crushed base.	
11" of Imported Subbase Material.	

Typical Soil

36	LL
11	PI
99	%P 10
64	%P200
1	%Gravel
9	%, Sand
26	%F Sand
39	%Silt
25	%Clay
13	"R" Value (Corrected)

(1)

Clayey Silt -

SOIL CLASSIFICATION:
A-6 (7)

MATERIAL SOURCES:
To be determined by the Engineer.

*Recommend 0-8% maximum P200 sieve and meet all requirements for base except gradation.

ADT PLACE (From Traffic Log)

7" PCC
5" Base
Top Width - 20'
Placed in 1929

Test Hole No.	Depth Cr.	Depth Actual	NEW WORK
	3	1½	AC-Final
	7	3½	AC-Immed.
	2	2	Level Cr Base
	6	6	
	11	11	I.S.M.
29	29	24	

RECEIVED AUG 6 1964

7.2.3.4

MATERIALS & RESEARCH SECTION

C.P.E.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer

Submitted by _____ Staff Assistant

Recommended by _____ Engineer of Materials

Recommended by _____ Construction Engineer

Approved by _____ Asst. State Highway Engineer

SECTION: CREST ST. & PATTERSON ST.

HIGHWAY: KLAMATH FALLS - LAKEVIEW (PA 416)

COUNTY: KLAMATH

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 10,000 (Total)

B. Future ADT 18,000 (Total)

C. Mean ADT 14,000 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 5 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 2.5% x (C) 14,000 = 350

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 350 x (H) 100 % = 350

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.664

= 9.4

SECTION: CREST ST. - PATTERSON ST.

HIGHWAY: KLAMATH FALLS-LAKEVIEW (FA 410)

COUNTY: KLAMATH

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: PCC or AC or Oil
7. Stage Construction: Part of the design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration
10. Stimulation of Competition: Not a consideration
11. Construction Consideration: No special problems
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not a consideration
13. Traffic Safety: No unusual problems
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: See remarks

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (approximately 1.4 miles of major work) in a remote part of the State. The cost of moving rigid type pavement equipment to this area would be quite high.

At the present time there are no known sources that contain both quantity and quality of material necessary for PCC construction.

The present roadway (PCC) is in such condition that an A.C. overlay is necessary.

RECEIVED
JUL 20 1964
FOR FILING

Commissioners
Tallant Greenough, Coquille
Chairman
Joseph W. Smith, Klamath Falls
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Wayne E. Phillips, Baker

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON-STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

July 16, 1964

CONSTRUCTION DIVISION
RECEIVED
JUL 17 1964
NOTED

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We have reviewed several recent prospectuses from the standpoint of wildlife and fishery protection.

Your letter of June 26, 1964 contained the prospectus for:

Farmington Road-Old Scholls Ferry Road Section, Washington County.

There will be no problems in connection with this project.

Your letter of June 30, 1964, enclosed prospectuses for four projects. There will be no problems with the following construction:

1. K.I.D. Canal-Klamath Falls-Main Highway Junction, Klamath County.

2. Corvallis-U. S. 99 Section, Corvallis-Lebanon Highway, Linn County.

We are awaiting field reports on the other two projects, and will forward our comments on them as soon as possible.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

cc: L. P. Shaw
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
A. E. Johnson (2)
Dean Swift (2)
R. D. Asburry (2)
ROK:dm

cc: Director, OFC

STATE ... CONTROLLER

RECEIVED
JUL 17 1964
FOR FILING

FORM E-30 50M 2-63 49807

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 13, 1964

6.5.5

To: Mr. Forrest Cooper
State Highway Engineer

SUBJECT: Reservations in Title
K.I.D. Canal-Madison Street Section
Klamath Falls-Lakeview Highway

BUILDING

I forward you herewith a copy of a report made to me by James R. Kuhn, our title attorney, in connection with reservations in the titles of properties on the K.I.D. Canal-Madison Street Section of the Klamath Falls-Lakeview Highway.

I have consulted with both Mr. Rohde and Mr. Kuhn in connection with his recommendation, with which I concur. I think this is a case wherein we can take the calculated risk of acquiring the property subject to the reservations contained in the conveyances to the landowners. It is my own feeling that nothing further will result from this--however there is always a chance that the issue may arise, but I think in this instance we could meet it at that time rather than attempting to wipe out the exceptions at the present time, which could be costly and time consuming.

If you have no objection to this, we will proceed as recommended by Mr. Kuhn.

L. I. Lindas
Chief Counsel

LIL:lb
Attachment
cc--R. L. Porter

RECEIVED
JUL 1 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 ASM 9-61 82215

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1964

SUBJECT: Reservations in Title
K.I.D. Canal-Madison Street Section
Klamath Falls-Lakeview Highway

To: Mr. L. I. Lindas
Chief Counsel
O f f i c e

In searching titles preparatory to closing the purchases along the above section of highway, we have encountered reservations in the titles which should be brought to your attention.

Attached is a resumé of these reservations along with the part of the highway to which each pertains.

Briefly, the individual who platted the area, either in the plat or in each deed of conveyance, reserved the right either to the public or to the adjoining land owners or the grantor and his heirs and assigns to install ditches and/or pipes for irrigation, drainage or domestic water. At the present time the only existing facilities in this area are the irrigation ditches of the Klamath Project and Enterprise Irrigation District, which will remain after some relocation by the State Highway Department. However, it can be readily seen that the reservations are broad enough to allow other facilities, i.e., water pipes for domestic water.

All feasible steps have been taken to protect the Department. A deed has been secured from each owner along Sixth Street, being a part of the "adjoining owners" as referred to in the reservation, which we feel would constitute an estoppel on their future use of these rights. Our utility engineers have been advised of these reservations, and they have replied in all cases they do not appear objectionable to our proposed use. The title insurance company has been requested to delete the exceptions whenever possible which has been done.

To my knowledge there is no other known legal means available to remove these reservations outside of a costly suit in each case against all property owners in the subdivisions, utility companies, and all other parties having an interest in the reservation. For this reason we have, as we have done in the past, assumed this risk after first taking all practicable steps to protect the Department. However, since advantage was taken recently of a similar situation at the Santiam Interchange at Albany, I feel that the matter should be brought to your attention.

James R. Kuhn

JAMES R. KUHN
Staff Attorney

JRK:ks
Encl
cc: Mr. G. E. Rohde

St. Francis Park - South Side, Stations 78+50 to 93+00
(Files 35904, 35906, 35907, 35909, 35910, 35914, 35918, 35919, and 35922)

"Saving and excepting the right is hereby reserved by the dedicators, their heirs and assigns, the privilege to install, operate, maintain, repair, and remove water, sewer and gas pipes, conduits, ditches and mains and electric light and telephone poles and wires on, along, under and over the said streets, alleys, and boulevards; also the right is hereby reserved to conduct water through ditches or pipes for irrigation, domestic or drainage purposes across all streets, alleys, boulevards and lots."

Kielsmeier Acre Tracts - South Side, Stations 101+50 to 115+00
(Files 35942, 35944, 35946, 35948, 35949, 35951, 35953, and 35955)

Reservation contained in all deeds from P. F. Kielsmeier:
"The grantors, their heirs and assigns, reserve the right to take water along or across said lands."

Bailey Tracts - South Side, Stations 115+00 to 128+00
(Files 35959, 35960, 35961, 35964, 35967, 35970, 35971, 35974, 35976, 35978, 35981, 35983, and 35985)

Deeds from Jesse J. Bailey contain the following reservation:
"The grantors, their heirs and assigns reserve the right to construct ditches or laterals along the lines of or across above described property for irrigation or drainage purposes."

Homeland Tracts - South Side, Stations 128 to 142
(Files 35987, 35989, 35990, and 36573 to 36580)

Plat dedicates to public "for public use forever the roads, sidewalks, irrigation and drainage ditch lines shown." Plat then shows an irrigation ditch across the north side of the lots south of the highway within the area of highway relocation. The deeds from the platter also reserve the following:
"Subject to the right of the grantors, their heirs and assigns, to construct and maintain on and across the said premises so granted irrigation and drainage ditches and the right to enter upon said premises for the purpose of constructing and maintaining such ditches."

Pleasant View Tracts - North Side, Stations 84+00 to 86+50
(Files 35912 and 35913)

Following reservation appears in all deeds from C. C. Lewis:
"Excepting and reserving to the first parties, their heirs and assigns, the right at any time to construct, build and erect ditches, telephone lines, telegraph lines and electric power lines in and upon said premises, and to keep and maintain the same, said right to be for the benefit of the lands and premises adjoining the above described land."

Pleasant Home Tracts No. 2 - North Side, Stations 101+50 to 128+00
(Files 35941, 35943, 35945, 35947, 35950, 35952, 35954, 35956, 35957, 35958, 35962, 35963, 35965, 35966, 35968, 35969, 35972, 35973, 35975, 35977, 35979, 35980, 35982)

Following reservation appearing in all deeds from Charles W. Miller, platter:
"Subject, however, to an easement for ditches and/or pipe lines to convey water for irrigation and domestic use for the benefit of adjoining property owners."

FORM E-123X EOM 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 30, 1964

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Dear Sir:

Enclosed are the following prospectuses for location surveys proposed by the Oregon State Highway Department:

Hill Creek-Nelson Section, Old Oregon Trail Highway, Baker County.

K.I.D. Canal-Klamath Falls-Malin Highway Jct., Klamath Falls-Lakeview Highway, Klamath County.

Mohawk Road-McKenzie Highway Section, Eugene-Springfield Highway, Lane County.

Corvallis-U.S. 99 Section, Corvallis-Lebanon Highway, Linn County.

This data is forwarded to satisfy requirements of the Bureau of Public Roads in their Instructional Memorandum 21-5-63 dated June 12, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By E. J. Bartholomew

for F. D. Morgan
Construction Engineer

Enc.
BG:fp
cc Lloyd Shaw
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
R. D. Asburry (2)
L. R. Chandler (2)
Dean Swift (2)
A. F. Parson (2)

RECEIVED
MAY 4 - 1964
FOR FILING

COMMISSIONERS
GLENN E. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 29, 1964

101

Mr. A. W. Kilborn
Superintendent
Oregon, California & Eastern Railway Company
Dunsmuir, California

ATTENTION: Mr. W. C. Morris

Re: Proposed Access Road for Klamath Irrigation District
Crest Street-Patterson Street Section
Klamath Falls-Lakeview Highway
Klamath County

Gentlemen:

We have received your letter of April 27, 1964, with which you sent two prints of your Shasta Division Drawing No. 1285-G, Sheet 1, dated December 3, 1963, showing the area of your right of way between Summers Lane and the Altamont Canal.

Herewith attached, as requested, you will find one print of this map on which we have indicated the area through which is desired an easement for the construction and maintenance of a ditch rider's road for the Klamath Irrigation District.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
APR 30 1964
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:bjm

Attachment

cc: OC&E Railway Company
324 Union Station
Portland, Oregon 97209
ATTN: Mr. A. W. Kilborn

OC&E Railway Company
65 Market Street
San Francisco, California
ATTN: Mr. H. M. Williamson

cc: L. P. Shaw (w/attach.& copy of OC&E letter)
W. T. Wright " "
H. G. Brainerd " "
Dean Swift " "
W. Reid Meritt " "
P. R. Barnhart " "

NOTED
LLOYD P. SHAW

S-2109

OREGON, CALIFORNIA & EASTERN RAILWAY COMPANY

Dunsmuir, California
April 27, 1964

311-04

A. W. Kilborn
Superintendent

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

CONSTRUCTION DIVISION
RECEIVED
APR 29 1964
[illegible]

Attn: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Refer to your letter of April 2, 1964, regarding proposed access road for Klamath Irrigation District, Crest Street-Patterson Street Section, Klamath Falls-Lakeview Highway, Klamath County:

Attached are two prints of Shasta Division Drawing No. 1285-G, Sheet 1, dated December 3, 1963, showing area between Summers Lane and Altamont Canal.

Will you please indicate on the above prints location, width and length of easement required and return one print to us for further handling.

Yours truly,

A W Kilborn

Attach.

OREGON CALIFORNIA & EASTERN RY.
SOUTHERN PACIFIC COMPANY
PACIFIC LINES
KLAMATH FALLS
Summers Lane Crossing
Proposed N.P.S. Flash
Scale: 1"=100'

AREA OF EASEMENT TO K.I.D.

Pin connected steel truss Bridge

Private Property sign

Vacant Field

Adv. warning sign with Flasher 2+27.5

Advance warning Sign & Flasher 1+60.0

30' Rail Flange Asp Paved T

Mound of earth

Dwellings

Dwellings (Not surveyed)

Dwellings

LANE

25-A-2.3½

ASPHALT PAVED 29' wide

To Kingsley Field (USAF)

IMONT

e Homes

OREGON CALIFORNIA & EASTERN RY.
SOUTHERN PACIFIC COMPANY
PACIFIC LINES
KLAMATH FALLS

Summers Lane Crossing P.U.C. No. 25A-2.3
Proposed Flashing Light Crossing Signals (Two)
Scale: 1"=100'
Survey by Mbg & Staff Dec. 3, 1963

SHASTA DIVN.
DRAWING 1285
SHEET

Pin connected steel truss Bridge

AREA OF EASEMENT TO K.I.D.

Private Property Sign

Advance warning Sign & Flasher 1+60±

30' Rail Flange Asp Paved

Mound of earth

Vacant Field

Adv. warning sign with Flasher 2+27±

Dwellings

Dwellings (Not surveyed)

25-A-2.3±

ASPHALT PAVED 29' wide

To Kingsley Field (USAF)

Dwellings

RECEIVED
APR 22 1964
FOR FILING

April 21, 1964

101

Mrs. Esther Russo
696 Siskiyou Boulevard
Ashland, Oregon

Dear Mrs. Russo:

Re: Crest Street-Patterson Street
(Klamath Falls)
Klamath Falls-Lakeview Highway
Klamath County

This is in answer to your letter of April 6 regarding an opening from 6th Street into an alley which joins your property in the rear.

It was learned from personal contact with you by our field representative that the aforementioned problem pertains to the Crest Street-Patterson Street Section of the Klamath Falls-Lakeview Highway in Klamath Falls rather than in Ashland as was first surmised.

Rest assured the alley referred to in your letter will have access to 6th Street.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor B. Wolfe
Administrative Assistant

cc Forrest Cooper
R. L. Porter
Lloyd P. Shaw
F. D. Morgan

DNS:jp hlb

April 6-64.
Ashland Ore.

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGR.

Oregon State Highway Dept.

I am writing on behalf of an alley that runs through Andrews Gigler's Tracker Court. situated in Block (3) of St. Francis Park. There has never been a vacation of this particular alley, it is therefor still a public way. This alley joins my property in the back. So I am asking that you leave an opening off of 6th street into this alley.

Esther Rusco - (Rusco)
696 Hershey's Blvd -
Ashland Ore -

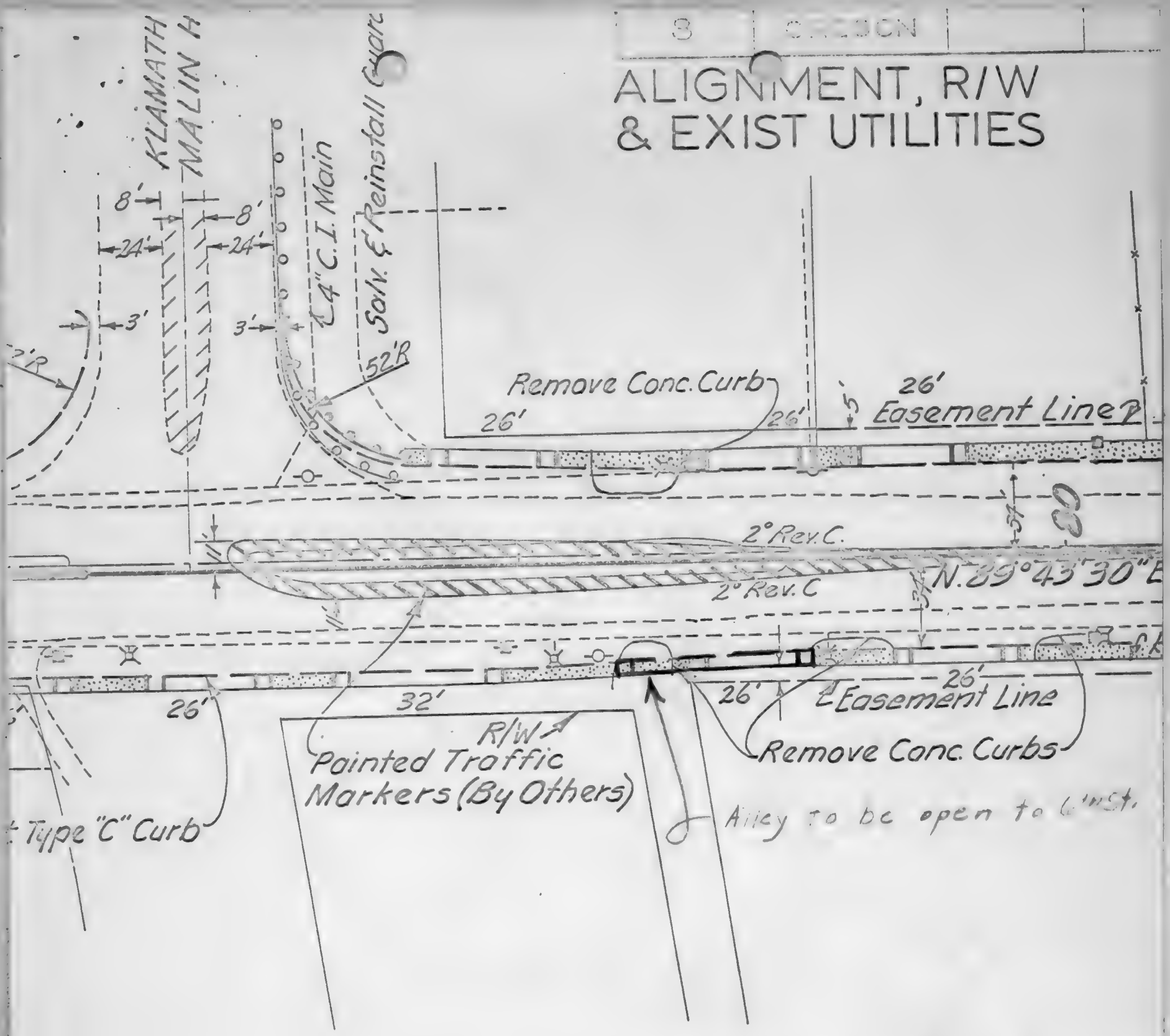
RECEIVED
APR 7 1964
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
VICTOR D. WOLFE

Copy to [illegible]

8	OREGON		

ALIGNMENT, R/W & EXIST UTILITIES



For General Files

Const. 1 Street Connection

Const. Asph. Conc. Driveways, Type A-1
Const. " " " , Type A-1 Mod.

Note:
For Drainage See Sht. 4

8 | OREGON

ALIGNMENT, R/W & EXIST UTILITIES

KLAMATH
MALIN H

8'
24'
3'
2'R

8'
24'
3'
24" C.I. Main
Soln. & Reinstall Guard
52'R

Remove Conc. Curb
26'
26'
5'
26'
℄ Easement Line

2° Rev. C.
2° Rev. C
N. 89° 43' 30" E

26'
32'
26'
26'
℄ Easement Line
Remove Conc. Curbs

R/W
Painted Traffic Markers (By Others)

Type "C" Curb

Alley to be open to 6'in St.

For General Files

Const. 1 Street Connection

Const. Asph. Conc. Driveways, Type A-1
Const. " " " , Type A-1 Mod.

Note:
For Drainage See Sht. 4

RECEIVED
APR 10 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1964

SUBJECT: Mid-Design Conference
Crest Street-Patterson Avenue Section
Klamath Falls-Lakeview Highway
Klamath County

To: MEMO TO THE FILES

On March 11 and 12, 1964, conferences were held in Mr. W. Reid Meritt's office with all of the utilities and irrigation districts which are involved on this project.

The State was represented by the following men:

Dean Swift	Division Engineer
H. G. Brainerd	Right of Way Supervisor
W. Reid Meritt	Resident Engineer
Fred Eriksen	Designer
Paul R. Barnhart	Field Utilities Liaison Engineer
T. W. Litchfield	Utilities Liaison Engineer

The Pacific Northwest Bell Telephone Company was represented by Mr. W. L. Haring. Their facilities consist of aerial cables on poles along the north side of the existing street. In connection with our proposed construction, the telephone company would like to install an underground conduit consisting of nine 3-1/2" inside diameter conduits encased in concrete from Summers Lane easterly throughout the project. We discussed the proposed position of this underground system and finally decided that it should be installed 4' from the face of the north curb. These conduits will be placed in a concrete encasement 18" square, buried 4' below the road surface. In line with this, it was decided to move our proposed storm sewer to the south side of the street to lie parallel to and 4' north of the face of the curb. The telephone company also asked for conduit holes in the bridge over the Klamath Irrigation District Canal suitable for carrying this facility.

It will be necessary for a pole line to be constructed for local service lines and also to carry the aerial cables until they may be placed underground. It was agreed that this pole line would be constructed immediately inside the north edge of the right of way toward the back edge of the sidewalk. The company wants to install the new poles as soon as our right of way is acquired. When our contractor moves on the job they will move the cables from the existing poles to the new poles by topping the old poles and swinging the existing cables into position. This must be done in close coordination with the contractor's clearing operation. The underground work is intended to be completed prior to our construction and the cables placed in conduit at a later date. It will be necessary for our contractor to coordinate his work with that of the phone company to allow the overhead adjustment and to protect

the new underground construction. Since there is no reimbursable work, there should be no programming problem with the Bureau of Public Roads.

The Oregon Water Corporation was represented by Messrs. Glenn Bowen, Loyal Ramey and Robert Riggs. They have a 12" cast iron main which crosses the KID Canal on the north side of the bridge and reduces to a 4" pipe approximately 47' east of the bridge end. They desire to extend this 12" main easterly to the east side of Homedale Road, upon completion of which the existing 4" line will be abandoned. They intend to place this new 12" main with its centerline 3' south of the north right of way line to a depth 30" below the surface of the proposed sidewalk. The 6" pipe owned by the company and occupying the southerly side of the existing street will remain in place and should not be disturbed by our construction. However, care must be exercised by the contractor when working around it.

Between Kane and Madison Streets the company has an easement for the existing pipe and want to maintain consistent construction by placing their new line in the sidewalk area. They also want an easement or a similar instrument which would protect them in all future adjustments. They intend to replace the existing line with a larger line, but will make an agreement as to what portion of the new construction will be the responsibility of the state.

Water meters will be installed on the north side of Sixth Street off the right of way where it is possible. Otherwise, they will be installed in the sidewalk area and will be adjusted to conform to the finished grade of the sidewalk. On the south side it is thought that some of the meters have already been moved outside the proposed roadbed section. We decided these would be adjusted to the finished grade of the sidewalk. Any other meters which conflict with the roadway construction will be installed off the right of way where possible.

It is intended that all the work to be done by the Oregon Water Corporation will be completed prior to our construction and that our contractor will be required to take proper precaution to protect these new installations. It will also be necessary for the State to program the reimbursable work with the Bureau of Public Roads.

The Pacific Power and Light Company was represented by Messrs. Hugh Whipple and Dale Jefferson. Pacific Power and Light Company has a 12 KV distribution line on the south side of the existing street throughout the project. There is a 69 KV transmission line on these poles west of Madison Street which will be removed since it has recently been replaced in another location north of the project.

It was decided that they would investigate the use of vertical construction in this area to avoid the problem of wires overhanging buildings and other private property. Should this type of construction be used, we agreed to allow them to install their pole line 20" north of the south right of way line, this distance being measured to the centerline of their poles.

A portion of this work is reimbursable and it will be determined what percentage will be borne by the State and the company after a more detailed review of the existing facilities is made. It is intended that all of this work be completed prior to our construction.

California Pacific Utilities Company was represented by Messrs. E. Mullis and Everett Wright. Mr. Bud Stump of Stump Excavating was present since he performs most of the gas company's excavation work. There are no gas lines in the area of this project at this time. However, the gas company wants to take advantage of our work and install a 6" main in the south sidewalk area in conjunction with our grading work between Summers Lane and Patterson Street. In line with this, they also want an 8" utility hole in the south side of our structure over the KID Canal and hangers for their pipe installed so that their pipe will have a minimum span of 10' on the bridge.

They requested to install their 6" main 2' south of the face of the south curb at a depth of 30" from the finished grade of the sidewalk to the top of the pipe. They want to do this work in sections about 500' in length. This will require that the trench be left open for a period not to exceed three days for welding and testing before backfilling may be completed. It is intended this pipe be installed after rough grading is completed and before curbing is started. Therefore, it will be necessary for the work to be closely coordinated with our contractor so that the work of both may proceed in orderly fashion. We must insist the gas company adhere to our backfilling requirements and must detail any other terms to them that may be appropriate.

Service to the south side of the street will be installed at the same time as the 6" main is installed. Services to the north side will be from pipe lines north of the project which will not affect our construction. Crossings are to be installed at Wiard (2"), Madison (4") and Patterson (8") Streets in conjunction with the installation of this 6" main. Valves will be installed on either side of the bridge and at each crossing.

The Enterprise Irrigation District was represented by Messrs. Raymond Batty and George Kohler. Basically, the District approved our plan as presented, but they had several requests for minor changes and additions. First, they wanted a removable valve on the proposed irrigation line at Station 99+05 so that the line could be cleaned out at that point. We have added a 2" pipe from this point to our catch basin at Station 98 so that the system may be drained. They approved the use of either concrete, metal or transite pipe for the system, and approved the elimination of the existing siphon at Patterson Street, which now crosses Sixth Street. We propose to extend the existing 6" pipe across the highway to the existing siphon box and reinstall or replace the valve on this pipe on the north side of the highway.

They asked that the existing pipe crossing the highway at Station 112+90 be enlarged from a 30" to a 36" pipe. We proposed that the District assume the additional cost of a 36" pipe and determined that it would be about $300.00 for this installation. Mr. Batty said he would present this request to the Board of Directors for decision, and we have received a letter from the District indicating tentative approval. We also decided that 58" x 36" Arch Type Corrugated Metal Pipes were unnecessary in the ditch under the road approaches at Stations 104+80 and 106+40, since a 36" pipe or its equivalent will be sufficient downstream from these approaches. Therefore, we propose to use a 50" x 31" ATCMP, equivalent to a 36" round pipe, to allow us to reduce the grade of these approaches as much as possible. They found this to be acceptable after some discussion.

The construction of the stand pipes was discussed and it was thought that a steel pipe 15" in diameter would be superior to the 18" concrete "stacks" that are now in use. The valves on the pressure system are available at the Hilfiker Pipe Company, 805 Market Street, Klamath Falls, for $3.10 each. Therefore, we decided it was uneconomical to salvage any of these valves. Since this District obtained its water from the Klamath Irrigation District the irrigation dates are the same as for KID -- April 15 to October 15 of each year.

The South Suburban Sanitary District was represented by Mr. Maurice Gunderson. The Sanitary District's main line is shown on our plans and is buried from 5' to 7' beneath the present roadway. Our construction should not interfere with this main line except in the possible location of our cross drains for our storm sewer system. However, our proposed storm sewer which we have moved from the north to the south side of the highway will interfere with their service connections between Homedale Road and Madison Street. This will entail close coordination of our work and their work to determine the best position for each service connection. Mr. Gunderson and Mr. Merritt will obtain additional information so that changes may be made in our plans, if necessary, to avoid conflict with these sewer lines.

All sewer line adjustments will be made by the District with the District's own forces and they are to prepare an estimate for reimbursable work which will occur outside of the existing highway right of way. The District will also adjust their manholes at no cost to the State after the base course of pavement is laid and before the wearing surface is placed. This must be written into the specifications so that the contractor will coordinate his work with that of the District.

The Klamath Irrigation District was represented by Messrs. Ray L. Roberts and John L. Stewart, and the Bureau of Reclamation by Mr. Richard Stacey. They were primarily concerned with their means to cross Sixth Street near the west end of our bridge over their canal. The approaches as shown on the plans are not safe and it would be nearly impossible to cross at this point against the heavy volume of traffic (ADT 14,200). Therefore, it was suggested that the ditch rider use the existing Summers Lane and the traffic lights now in use to cross Sixth Street. This poses the

problem of access from the canal to Summers Lane.

Field inspection revealed that there could be two possible locations for such an access. One on the south edge of the property now abutting Sixth Street and Summers Lane, or the other along the north side of the OC&E Railroad tracks. It is a matter of economics to determine which will be the best solution. The District was not opposed to having this means of access so long as a turn-around was built on their ditch rider's road immediately south of the bridge.

The ditch rider drives either direction on the ditch and has no scheduled time he would cross Sixth Street, although they did mention that he makes a trip northerly at about 10 A.M. and a trip southerly at about midnight. When driving southerly along the ditch they have a problem of crossing without the benefit of a traffic light. However, Mr. Eriksen later proposed that the ditch rider could use the manual button for pedestrian traffic should difficulty be encountered in attempting to cross the highway from the north to the south. This idea has not been presented to the District, but I can see less difficulty actuating a push button than in opening a gate, as far as the ditch rider is concerned.

The District was advised that all work would be performed in accordance with our existing agreement with them dated November 8, 1947, and a supplement would be written to cover the additional easements and construction. They did not object to any of the features of the bridge plans, although they wanted to review them further. They had no other objection to any portion of the plans.

In summarizing there are a number of things which must be done before we may complete these plans:

Mr. Meritt should do the following things:

(1) Tie all utility poles, sewer lines and water mains which are not shown on the plans, and retie water meters and other utilities to verify their position on the plans.

(2) Determine the amount of right of way required to construct the turn-around for the Klamath Irrigation District south of the bridge.

(3) Alter the right of way on Patterson Avenue to preserve the hedge and front yard of that property at the corner of Simmers Avenue and Patterson Street.

(4) Obtain elevations on all sewer service lines between Homedale Road and Madison Street so that our storm sewer grade may be revised, if necessary, to avoid conflict.

Mr. Barnhart should do the following things:

(1) Contact all utilities and determine the State's share of cost in each adjustment.

(2) Draft letters to the Legal Section setting forth the obligations of each utility and the State.

(3) Obtain estimates for all reimbursable work from each utility.

(4) Determine ownership of fire hydrant on southeast corner of Fargo and Sixth Streets.

Mr. Brainerd should investigate the cost of access across property between Summers Lane and the canal for the Klamath Irrigation District access road between the canal and the street.

Mr. Eriksen should do the following:

(1) Initiate all changes in the plans and specifications as discussed.

(2) Prepare a typical cross section showing the relative position of all utilities as they are now and as they will finally be after construction.

Mr. Litchfield should do the following:

(1) Investigate the legality of the State acquiring an easement for the proposed access for the Klamath Irrigation District.

(2) Determine from the OC&E Railroad if it is possible to obtain an easement for the Klamath Irrigation District along the north side of their tracks between the canal and Summers Lane.

(3) Determine the disposition of the easement now occupied by the Oregon Water Corporation between Homedale Road and Madison Street.

(4) Initiate agreements with both the Klamath Irrigation District and the Enterprise Irrigation District.

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

STATE HIGHWAY

cc: A. W. Parsons
L. P. Shaw
I. D. Merchant
L. H. Young
F. D. Morgan
W. T. Wright
L. I. Lindas
Frank Hall
C. H. Maison
F. B. Crandall
F. O. Scott
G. W. Ross
J. F. Hagemann
Dean Swift
H. G. Brainerd
W. Reid Meritt
Fred Eriksen
P. R. Barnhart

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
April 2, 1964

Oregon-California & Eastern Railway Company
Dunsmuir, California

ATTENTION: Mr. W. C. Morris

Re: Proposed Access Road for Klamath Irrigation District
Crest Street-Patterson Street Section
Klamath Falls-Lakeview Highway
Klamath County

Gentlemen:

A project is now being designed which will improve the section of south Sixth Street in Klamath Falls between Summers Lane and Patterson Street from two-lanes to four-lanes. In connection with the widening of the Altamont Bridge over the Klamath Irrigation District Canal, we intend to alter the route followed by the District's ditch rider to the extent that he will use Summers Lane and cross South Sixth Street by using the traffic signals which will be re-established at that location.

Therefore, it will be necessary to acquire right of way along some route south of Sixth Street which will connect the canal with Summers Lane. The most logical access route between the ditch rider's road on the westerly side of the canal and Summers Lane is along the north side of your tracks within your right of way as shown in red on the attached map. A turn-around will be built for the ditch rider near the bridge and his route will approximate that shown in blue on the attached map. The ditch rider now crosses your tracks at grade near the westerly end of your bridge over the canal and our proposal would not force him to make an additional movement across your tracks.

We must know if you would be willing to grant an easement to be deeded to the Klamath Irrigation District for a ditch rider's road on the north side of your tracks between Summers Lane and the canal. If you approve of this proposal, please advise us of the consideration which you will request, if any, and the

restrictions which will govern the use of this easement.

While our proposed date for the opening of bids for this project is September 1, 1964, we must have your answer at an early date so we may proceed with our negotiations with the Klamath Irrigation District.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: OC&E Railway Company
324 Union Station
Portland, Oregon 97209
ATTN: Mr. A. W. Kilborn

OC&E Railway Company
65 Market Street
San Francisco, California
ATTN: Mr. H. M. Williamson

L. P. Shaw
W. T. Wright
H. G. Brainerd
Dean Swift
W. Reid Meritt
P. R. Barnhart

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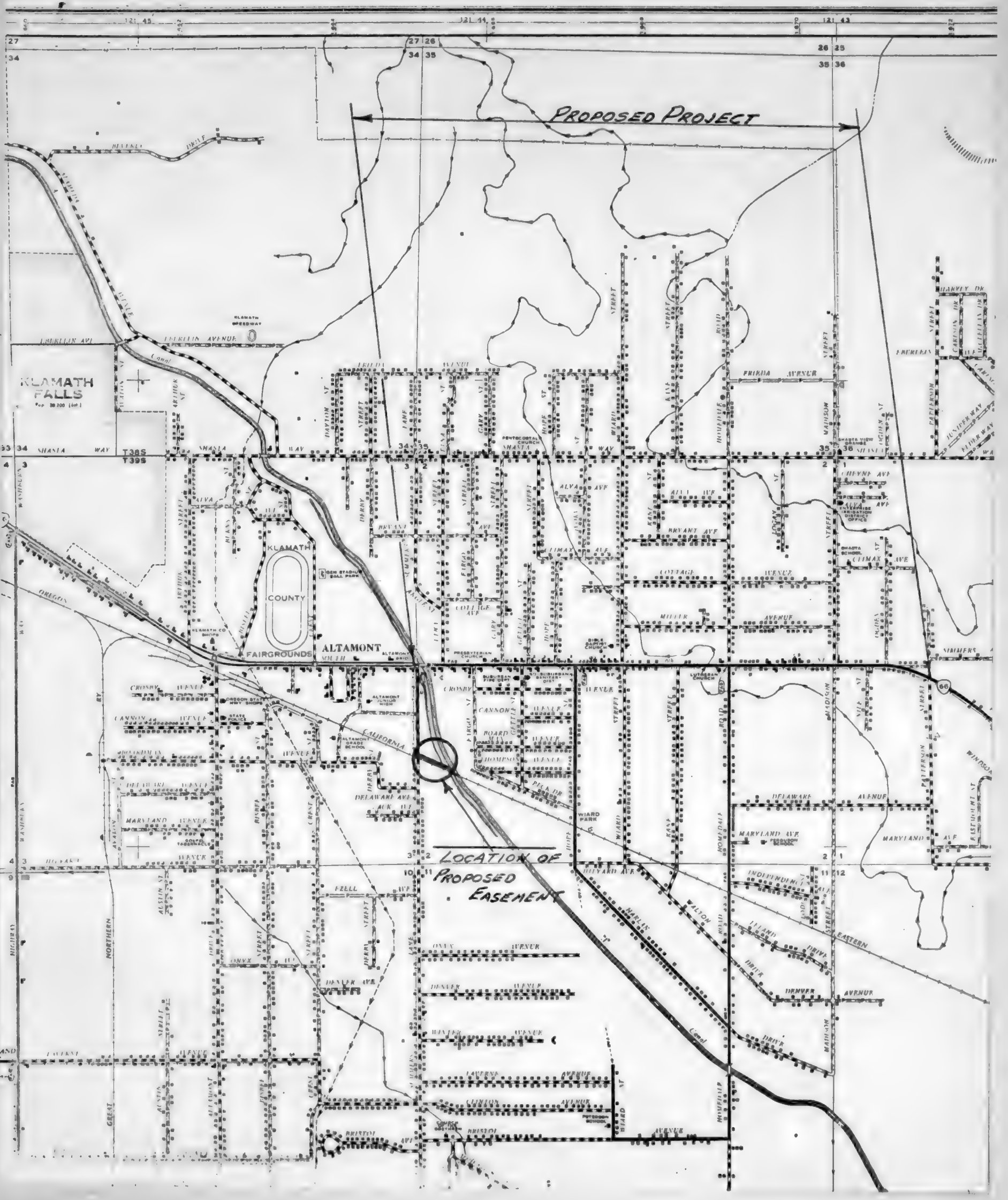
STATE HIGHWAY ENGINEER


PROPOSED PROJECT
LOCATION OF
PROPOSED
EASEMENT
KLAMATH
FALLS
ALTAMONT
FAIRGROUNDS
KLAMATH
COUNTY
SHASTA WAY
T38S
T39S
OREGON
CALIFORNIA
NORTHERN
EASTERN
GREAT
MADISON
WIARD PARK
HOMEDALE
ALVA
ALVA IRRIGATION DISTRICT OFFICE
DELAWARE AVENUE
MARYLAND AVE
DENVER AVENUE
MILLER AVENUE
COTTAGE AVENUE
CLIMAX AVE
BRYANT AVE
ALVA AVE
CHEYNE AVE
HANLEY DR
JUNIPER WAY
HIGHWAY 97
HIGHWAY 66
Canal

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FORM E-20X—50M—8-63 49000

15-5

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
February 13, 1964

SUBJECT: Access
K. I. D. Canal-Madison Street Section
Klamath Falls-Lakeview Highway
Klamath County

To:
Mr. David H. Moehring
Asent. Right of Way Engineer
State Highway Building
Salem, Oregon

We have recently received an additional file on subject section upon which approval of access points will be necessary.

The desired access on file 35952 - Miller are as follows:
Station 107+75-109+19-110+20-111+07.
All have 35 foot reservations with 26 feet of top surface.

Harold G. Brainerd
Right of Way Supervisor

HGB:GRW
cc: Leonard I. Linias

Approved: _____
Right of Way Engineer

ORIGINAL SIGNED
LLOYD P. SHAW
Approved: _____
Assistant State Highway Engineer

A

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S-11-(1)

6506

December 9, 1966

General Insurance Co. of America
Portland Service Office
209 S.W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract No. 6506 awarded to Morse Bros. Inc., for grading, paving, and structure on the Willamette River-Orleans Section of the Corvallis-Lebanon Highway in Linn County was completed on August 5, 1966, and accepted by the Highway Commission on December 8, 1966.

Final payment in the amount of $28,365.36 will be released to the contractor after December 16, 1966. The total contract amount is $954,716.74 including $11,040.87 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm

cc Morse Bros. Inc.
P.O. Box 266
Lebanon, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

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FOR FILING

S-11,(11)
6511

December 8, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed August 5, 1966, on Contract No. 6506. The contract was with Morse Bros., Inc. and was for grading, paving, and structure on the Willamette River-Orleans Section of the Corvallis-Lebanon Highway in Linn County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 8, 1966, and that you concur in this procedure at the Commission meeting on December 19.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

bg

STATE COPY

Monthly transaction number 12 - 3'	FC PR-2A (RL 10-68) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
Project report number 8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Linn
Modification number 1	11-28-66	Project number S-119(11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 2, 1964, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 827,573.00	$ 870,624.00
Federal funds	$ 515,000.00	$ 551,000.00
Other revisions		

This modification is made for the following reasons:

Revised estimate to include Price Agreements on project.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 28th day of November, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B B Kahoe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. PARSONS, Division Engineer

By L. R. Backlund
L. R. Backlund, Administrative Mgr.
Division Engineer

US COMM-DOC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. S-119(11)

WILLAMETTE RIVER-ORLEANS SECTION OF THE

CORVALLIS-LEBANON HIGHWAY IN LINN COUNTY

Revised project agreement estimate.

Salem, Oregon, November 14, 1966

Type Code 6402
Roadway (Sta. 24+00 to Sta. 205+51.82) (Contract No. 6506)

Previous Subtotal on Estimate Dated 10-21-64			$704,241.50
Revised Estimate			
PA No. 3 12" - 0 Bar Run Gravel	10,179 cu.yd.	$3.00	$ 30,537.00
PA No. 6 Embankment in Place	8,600 cu.yd.	1.00	8,600.00
		Net Increase	$ 39,137.00
		Subtotal	$743,378.50
		10% Engr. & Cont.	74,337.50
			$817,716.00
Structure Total on Estimate Dated 10-21-64			$ 52,908.00

Length of Roadway - - - - - - - - 3.413 miles
Length of 1 Bridge- - - - - - - - 0.023 Mile
Total Length 3.436 Miles

Cost of Roadway Per Mile- - - - $239,588.63

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Roadway	$817,716.00	$518,000.00	$299,716.00
Bridge	52,908.00	33,000.00	19,908.00
	$870,624.00	$551,000.00	$319,624.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

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Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
NOV 4 1964
11-17

PROJECT REPORT NO.
4

FC PR-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT
(PPM 21-7)

STATE
Oregon

COUNTY
Linn

PROJECT NO.
S-119(11)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 210 Fr. Sr. 34 - Willamette River Orleans Rd.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-11-64	3.436
*OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 827,573.00	$ 515,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Stone

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By: XXX A. W. Parsons
(Division Engineer)

By: L. K. Backlund, Administrative Mgr.

Date executed by Division Engineer NOV 2 1964

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal Aid
Project No. S-119(11)

WILLAMETTE RIVER-ORLEANS SECTION OF THE

CORVALLIS-LEBANON HIGHWAY IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 21, 1964

Type Code 6202
Roadway (Sta. 24+00 to Sta. 205+51.82) (Contract No. 6506)

Clearing and Grubbing	All Required			$ 12,500.00
Ditch Excavation, Unclassified	90	cu.yds.	$ 2.00	180.00
Trench Excavation, Unclassified	1,700	cu.yds.	3.00	5,100.00
Embankment Foundation Excavation, Unclassified	19,800	cu.yds.	0.65	12,870.00
General Excavation, Unclassified	157,000	cu.yds.	0.58	91,060.00
Granular Embankment in Place	17,600	cu.yds.	0.80	14,080.00
Overhaul	85,500	C-yd.stas.	0.40	34,200.00
Finishing Roadbed and Slopes	3.59	miles	1,200.00	4,308.00
12-inch Culvert Pipe	2,700	lin.ft.	2.20	5,940.00
18-inch Culvert Pipe	750	lin.ft.	3.75	2,812.50
24-inch Culvert Pipe	300	lin.ft.	6.10	1,830.00
30-inch Culvert Pipe	130	lin.ft.	8.50	1,105.00
22-inch Arch-Type Metal Culvert Pipe	110	lin.ft.	4.40	484.00
29-inch Arch-Type Metal Culvert Pipe	110	lin.ft.	6.60	726.00
Salvage and Stockpile Culvert Pipe	130	lin.ft.	7.00	910.00
11' 5" Structural Plate Pipe Arch	200	lin.ft.	70.00	14,000.00
18-inch Culvert End Sections	10	only	25.00	250.00
24-inch Culvert End Sections	2	only	45.00	90.00
30-inch Culvert End Sections	2	only	70.00	140.00
22-inch Arch-Type Culvert End Sections	2	only	25.00	50.00
29-inch Arch-Type Culvert End Sections	2	only	40.00	80.00
Concrete Inlets, Type "D"	1	only	100.00	100.00
Reinforced Ditch Lining	3,850	sq.yd.	5.00	19,250.00
Metal Guard Rail	1,250	lin.ft.	2.90	3,625.00
Rail End Pieces	10	only	4.50	45.00
Guide Posts, W-1	100	only	7.00	700.00
Guide Posts, Y-1	55	only	7.00	385.00
Loose Riprap	830	cu.yds.	6.00	4,980.00
Detour Surfacing	2,000	lin.ft.	4.20	8,400.00
Plant Mix Stone Base	169,200	tons	1.48	250,416.00
3/4"-0 Material in Leveling Course	21,000	tons	1.55	32,550.00

Sprinkling	1,150	M-gal.	$ 3.00	$ 3,450.00
SS-1 Asphalt in Sprinkling	25,000	gals.	0.22	5,500.00
Class "B" Asphaltic Concrete	27,500	tons	5.65	155,375.00
RS-1 Asphalt	20	tons	55.00	1,100.00
Extra for Paving Approaches	90	only	25.00	2,250.00
				$690,841.50
Flagging (57½% of Contractor's Cost)	All Required			$ 7,500.00
Signing	All Required			2,500.00
Seeding and Mulching	All Required			3,400.00
				$ 13,400.00
		Subtotal		$704,241.50
		10% Engr. & Cont.		70,423.50
		Total		$774,665.00

Type Code X080
Owl Creek Bridge (Sta. 139+33 to Sta. 140+53)(4267A)(Contract No. 6506)

Furnish and Drive Treated Timber Test Piles	2	only	$ 475.00	$ 950.00
Furnish Treated Timber Piling	2,960	lin.ft.	1.10	3,256.00
Drive Timber Piles	65	only	45.00	2,925.00
Class "A" Concrete (125 cu.yds.)	All Required			8,400.00
4'x25'-30' Prestressed Slabs	32	only	427.50	13,680.00
4'x30'-35' Prestressed Slabs	32	only	427.50	13,680.00
3'x25'-30' Prestressed Slabs	4	only	357.50	1,430.00
3 x 30'-35' Prestressed Slabs	4	only	357.50	1,430.00
Metal Reinforcement (19,300 lbs.)	All Required			2,348.00
		Subtotal		$ 48,099.00
		10% Engr. & Cont.		4,809.00
		Total		$ 52,908.00

Length of Roadway - - - - - - - - - - -3.413 miles
Length of 1 Bridge- - - - - - - - - - -0.023 miles
Total Length - - - - - - - - - - - - -3.436 miles
Cost of Roadway per Mile- - - - - - -$226,974.80

SUMMARY OF FUNDS

	Total Cost	Federal Funds	State Funds
Roadway	$774,665.00	$482,000.00	$292,665.00
Bridge	52,908.00	33,000.00	19,908.00
	$827,573.00	$515,000.00	$312,573.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939

State Funds for Maint.: Chap. 529, laws 1939

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Willamette River-Orleans	WEEK ENDING: Aug. 27 1966	
	SECTION PREFIX: 122-1021	
HIGHWAY: Corvallis-Lebanon	COUNTY: Linn	
NAME OF JOB: Willamette River-Orleans	KIND OF WORK: grading, paving, and structure	
CONTRACTOR: Morse Bros., Inc.	CONTRACT NUMBER: 6506	FEDERAL AID PROJECT NUMBER: S-119(11)
DATE OF CONTRACT: 10/9/64	DATE WORK STARTED: 10/12/64	ESTIMATED COMPLETION DATE: ~~8/1/66~~
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN ____ SUPERVISION ____	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $1,102,233.06	SPECIFIED COMPLETION DATE: 8/1/66	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $1,019,829.82	ENGINEERING AUTHORIZATION: $82,403.24	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $~~1,020,000~~ 974,000	ENGINEERING COST TO DATE: $86,800	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: underrun 4.5 %	PERCENT OF AUTHORIZATION: 105 %	DATE PROJECT WAS COMPLETED: 8/5/66

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.59	3.59			3.59
MILES PARTIALLY COMPLETED					
MILES COMPLETED	3.59	3.59			3.59
TOTAL ESTIMATED QUANTITIES (CONTRACT)	176,800 cy	190,200 T			27,500 T
TOTAL QUANTITIES CORRECTED TO DATE	149,200	~~232,300~~ 233,600		32,400	~~31,500~~
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	same	233,600			32,400
AVERAGE DAILY QUANTITIES	2,000	3,000			1,100
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: dozer____, roller____, blade____, wheel tractor____, water wagon____, trucks____, backhoe____, shovel____, crusher____, broom____, tack cart____, A C plant____, base paver____, A C paver____, loader____.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	4267A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	cldy			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed.

Semi-final estimate delivered to Division Office on Aug. 26th.

FINAL REPORT

SIGNED George H. Kenrick LOCATION Albany

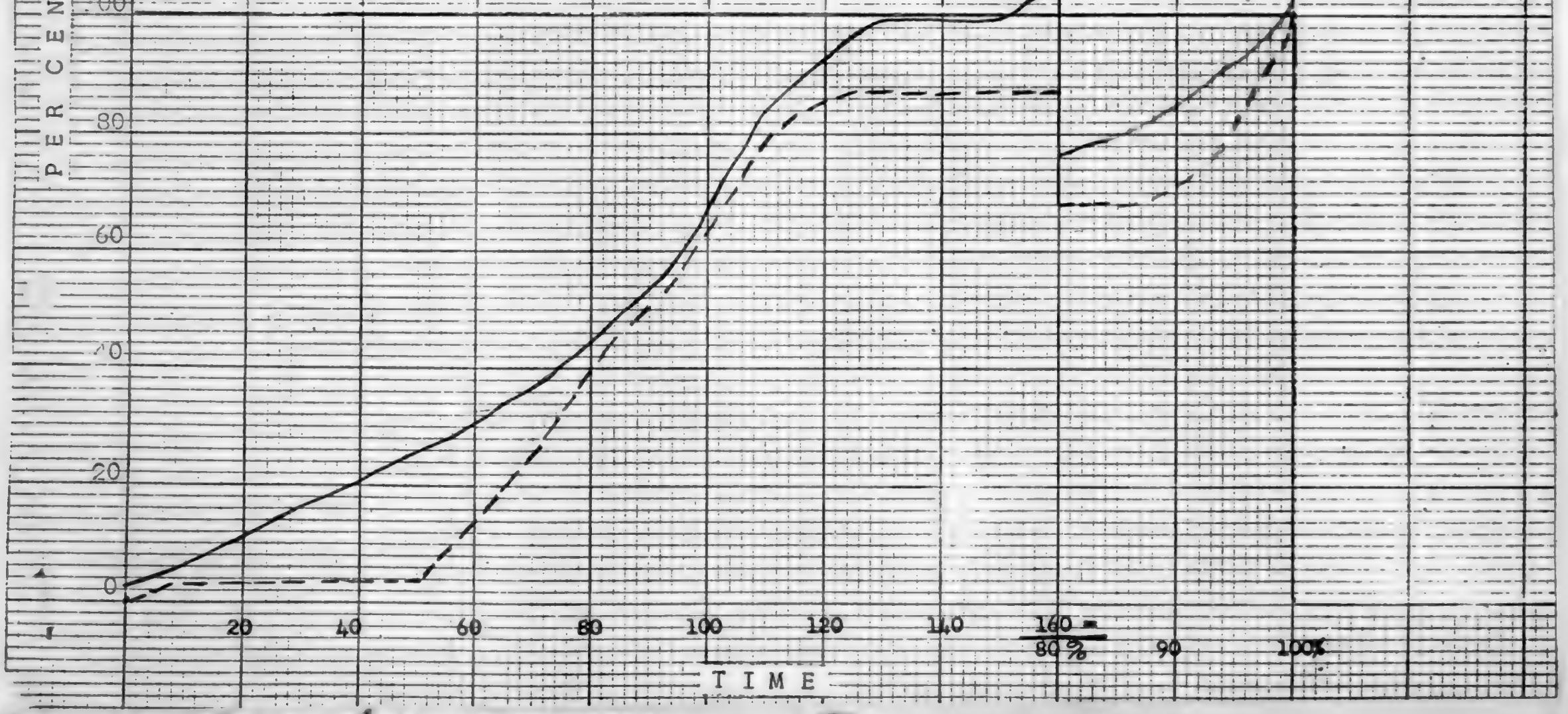
PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

Section Willamette River-Orleans
Highway Corvallis-Lebanon
Contract No. 6506
F.A. Proj. No. S-119(11)

Contract Completed _ _ _ _ _ _ _ _ _

Engineering Expended _ _ _ _ _ _ _ _ _

Project authorization increased from $ 852,233 to 1,102,233
Completion date changed from Aug. 31, 1965 to Aug. 1, 1966.



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L-119(11)

6506

Salem, Oregon
June 23, 1966

Mr. G. E. Robie
Chief Counsel

State of Oregon vs.
Robert Beach, et al.
L-4654 R-35175
Corvallis-Odessa Section
Corvallis-Lebanon Highway

BUILDING

This refers to your June 21 memo and to Mr. Robert G. Ringo's letter of June 20 concerning his fears of the Beach property being flooded due to the culvert installation on the Corvallis-Orleans Section.

I am not personally too familiar with all features of this culvert installation. I am told that no damage should occur in addition to that caused by present conditions. However, at this time the whole thing is largely unpredictable and speculative.

If you feel it is in order, I suggest a meeting on the ground between Mr. Ringo and his client and members of the Legal and Construction Divisions.

R. L. Porter
Deputy State Highway Engineer

RLP:mm
cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe

FORM E-30X—50M—10-62 46823

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 21, 1966

To: Mr. R. L. Porter
Deputy State Highway Engineer

SUBJECT: State of Oregon vs.
Robert Beach, et al.
L-4654 R-35175
Corvallis-Orleans Section
Corvallis-Lebanon Highway

B u i l d i n g

The above named property owner is one who threatened legal action for flooding which might arise out of the change in grade of the Corvallis-Lebanon Highway.

A final judgment was taken for the existing right of way after a jury trial in November of last year. The case is presently on appeal to the Supreme Court, the appellant being the property owner.

A recent exchange of letters between the attorney for the property owner and this office contain threats on the part of the property owner that in the event of flooding he would stop the culverts being constructed in the new grade and we replied that any such action would bring about Injunctive Proceedings by the State.

I am now in receipt of a letter from the property owner's attorney, a copy of which is attached.

Please refer to Mr. Cooper's letter to the Highway Commission under date of April 28, 1966 in connection with possible flood damage. The question is do we have sufficient information as to possible damages at this time to attempt to negotiate some form of flood claim easement and, if we do have, should we attempt to negotiate for the same?

G. E. ROHDE
Chief Counsel

GER:hg
Attachment
CC - Mr. F. B. Klaboe
Mr. Tom Edwards
Mr. R. D. Asburry

NOTED
6-21-66
W. H. TEBEAU

RECEIVED
JUN 22 1966
OFFICE OF
STATE HIGHWAY ENGINEER

ROBERT G. RINGO
JAMES W. WALTON
MICHAEL F. McCLAIN

RINGO, WALTON & McCLAIN
ATTORNEYS AT LAW
CORVALLIS, OREGON 97330

605 JEFFERSON STREET
P. O. BOX 490
753-4482
AREA CODE 503

June 20, 1966

Mr. G. E. Rohde
Chief Counsel
State Highway Department
Salem, Oregon 97310

Dear Mr. Rohde:

Re: Robert Beach
L-4654 R-35175
Willamette River-Orleans Section

It seems that our mutual threats do not place either one in trembling fear. If the State installs the culverts, it is surely going to extend flooding on Mr. Beach. You would probably be entitled to an injunction if you proceed on inverse condemnation, and does it not seem reasonable that this matter be worked out in June rather than in February. Please look at this situation as you are going to flood him and it can be remedied now.

Very truly yours,

Robert G. Ringo

lb

ROBERT G. RINGO
JAMES W. WALTON
MICHAEL F. McCLAIN

RINGO, WALTON & McCLAIN
ATTORNEYS AT LAW
CORVALLIS, OREGON 97330

605 JEFFERSON STREET
P. O. BOX 490
753-4482
AREA CODE 503

April 25, 1966

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

State Highway Commission
Labor and Industries Building
Salem, Oregon

Gentlemen:

Mr. and Mrs. Robert Beach are the owners of property adjacent to Corvallis commonly known as 919 East Van Buren Street, Linn County, Oregon. This is adjacent to Highway 34.

Your servants, agents and employees are commencing to install drain culverts under Highway 34 which will release a large amount of water upon Mr. and Mrs. Beach's property which is not normal surface water and which will be of an entirely different nature of that which they received prior to your working on this highway.

This is to advise you that if you proceed to flood Mr. and Mrs. Beach's property they will look to you for all damages and liabilities thereon and will proceed by self help and plug the drain tiles.

Very truly yours,

Robert G. Ringo

sm

cc: District Engineer
3400 Spicer Road
Albany, Oregon

Copies to:
Forrest Cooper
Geo. Kohde

RECEIVED
APR 26 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 16 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

L-119(11)

L-5216

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 14, 1966

Ringo, Walton & McClain
Attorneys at Law
P. O. Box 490
Corvallis, Oregon 97330

Attention: Robert G. Ringo

Re: Robert Beech
L-4654 R-35175
Willamette River-Orleans Section
Corvallis-Lebanon Highway
Complaint about installing culverts

Dear Sir:

In reply to your letter of April 25, 1966, please be advised of the following:

We have investigated the above matter and have determined that the installation of the culverts merely allows flood water to follow the normal drainage channel flow line from south to north.

Our investigation reveals that these culverts will not cause any more flooding of your clients' property than they have experienced in the past.

I trust you will advise your clients not to attempt to interfere with highway facilities located on highway right of way.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Staff Attorney

JLS:ja

cc: Forrest Cooper
F. D. Morgan
R. B. Asburry
Al Johansen

NOTED
FORREST COOPER

RECEIVED
JUN 7 1966

FORM 2-000 SOH—2-66 SP*23500-734

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

June 1, 1966

To: Mr. Jack L. Sollis
Staff Attorney
DEPARTMENT

SUBJECT: Willamette River-Orleans Section
Corvallis-Lebanon Highway

Attached are two sets of prints involving a total of four rolls of profiles showing the existing highway prior to Contract 6506, the profile called for by that contract, and the grade as being revised by Price Agreement #8 on that project for grade changes at Stations 35, 122, and 127 on the subject section. In addition, there are profiles of the natural draws, both upstream and downstream opposite these grade changes and cross sections, both upstream and downstream of these natural draws.

Our original drawings have been retained in our office and a set of prints are being forwarded to Bill Tebeau for his use.

R. D. Asburry
Division Engineer

By _____
Gerald Wimer
Assistant Division Engineer

GW:cp
Enclosure
cc: Mr. W. H. Tebeau
Mr. H. N. Hoover

NOTED
6-3-66
W. H. TEBEAU

Routing
Morgan
Decker
Bond
Barboe
Walker
Glenn
Swan

RECEIVED
JUN 3 1966
CONSTRUCTION
DIVISION

RECEIVED
MAY 25 1966
FOR FILING

FORM 1 BOX 50M 2-66 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 18, 1966

To: Mr. C. E. [illegible]
Chief Counsel
Department

Attention: Mr. Jack Sollis

SUBJECT: Lebert Beech Complaint
R/W File No. 35175
Legal 4654
Willamette River-Orleans Section
Corvallis-Lebanon Highway

Attached are two sets of prints involving a total of four [illegible] profiles with the following information on the subject [illegible]:

1. Profile of the old highway before construction.

2. Profile as called for construction by Contract 6506.

3. Profile of the revised grade line to be constructed [illegible] Agreement and otherwise on that same contract.

4. Profile of the natural drainage course crossing the [illegible] on this location both upstream and downstream and typical [illegible] of this natural drainage course, also with one each for both [illegible] and downstream.

The original of these drawings will be retained in this [illegible]. As soon as similar drawings have been prepared for the other [illegible] where grade changes are planned, they will also be forwarded [illegible].

NOTE
E. B. KLAH

R. D. Asberry
Division Engineer

By [illegible]

Gerald Wimer
Assistant Division Engineer

RECEIVED
MAY 20 1966
OFFICE OF
[illegible] ENGINEER

cc: H. H. Tebeau
H. H. Hoover

NOTE TO TEBEAU AND HOOVER:

Profiles enclosed.

Routing

[illegible]

RECEIVED
MAY 19 1966
CONSTRUCTION
DIVISION

RECEIVED
MAY 23 1966
FORM E-30 SOM 2-66 SP*6470-734

FOR FILING

5 11 1 1 1

6506

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 16, 1966

NOTED
R. L. PORTER

SUBJECT: Willamette River-Orleans
Corvallis-Lebanon Highway

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

699K

L

After making a field observation, I offer the following suggestions for alleviating erosion problems that could result from additional amounts of water above normal drainage being conveyed by the pipe arches being installed on the subject project.

Stations 29-44 - No problem is anticipated at this location because of the concrete apron and rock dissipators previously installed. It is suggested, however, that the apron be extended two to three feet beyond the row of "riprap" in order to place the resulting hydraulic jump on concrete. This action will reduce or eliminate erosion at the apron edge which could result in undermining. It appears that the apron can be extended wholly within the right of way limits.

Stations 69-76 - Comment offered for Stations 29-44 applies also at this location.

Stations 106-128 - No concrete aprons have been installed at this location. It is, therefore, suggested that concrete aprons with "riprap" dissipators similar to those already installed be placed at the outlets of the pipe arches proposed. In this case, as in the above cases, the apron should be extended two to three feet beyond the row of riprap.

It might be pointed out that additional information is being obtained for Staff Attorney J. L. Sollis by Division personnel. A copy of correspondence is attached describing the data to be obtained.

RECEIVED
MAY 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer

By W. H. Tebeau

W. H. Tebeau
Preliminary Studies Engineer

WHT:rw

copy
REFERRED TO
By Asst. State Hwy. Engr.
5-20-66

RECEIVED
MAY 12 1966

FORM 8-502—000—8-60 SP*23800-734

FOR FILING
S-119 (1)
G-2.6

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

May 11, 1966

To: Mr. H. N. Hoover
Resident Engineer
3400 Spicer Road
Albany, Oregon 97321

SUBJECT: R/W File 35175 - Robert Beech
Legal File 4654
Corvallis-Orleans Section
Corvallis-Lebanon Highway

Staff Attorney Jack L. Sollis, in order to answer the subject complaint and, if necessary, to defend us, not only at this location but at the others where the grade has been raised on the subject section, asked that the following data be obtained and consolidated:

1. Profile of the original highway
2. Profile as called for by the present contract
3. Profile as presently proposed
4. Flow Line from the proposed additional cross culverts.
5. A profile away from the highway, both upstream and downstream at each of the natural draws where the highway is being raised.
6. A cross section of the natural draws listed under Item 5 together with some abutting ground in each of the natural draws covered under Item 5. These cross sections should be about 100 feet exterior to the highway right of way line unless there is reason to take them to some other location.
7. Any other pertinent elevations that you might deem desirable to record.

NOTED
F.B. KLABUE

R. D. Asburry
Division Engineer

By [signature]
Gerald Wimer
Assistant Division Engineer

GW:cp
cc: Mr. Jack Sollis
Mr. F. D. Morgan
Mr. W. H. Tebeau

NOTED
5-12-66
W. H. TEBEAU

RECEIVED
MAY 12 1966
CONSTRUCTION
DIVISION

Morgan	Peart
Docker	Merelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

FORM E-30 80M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 29, 1966

To: Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

SUBJECT: Willamette River-Orleans Section, Corvallis-Lebanon Highway

Reference is made to the extra work that will be performed on this project to raise the grade a minor amount at three locations.

Please have someone analyze the danger of concentrating greater amounts of water in the downstream area below these three locations. After this analysis has been made, please make recommendations as to how to lessen the chances of creating such damage and advise me.

RECEIVED
W. H. TEBEAU
By Construction Engineer

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Mr. Victor D. Wolfe

Routing

RECEIVED
MAY 2 1966
CONSTRUCTION
DIVISION

NOTED
W. H. TEBEAU

RECEIVED
APR 28 1966
FOR FILING
S-119(11)
6506

April 28, 1966

Oregon State Highway Commission

Gentlemen:

I call to your attention the discussions that we had re the grade of the Corvallis-Lebanon Highway just easterly of the Willamette River in Linn County.

This section crosses the floodplain of the Willamette River and I was reluctant to recommend raising it, as inevitably this leads to insuits from parties who feel that they have been injured.

Considerable criticism was heaped upon my head for the decision to hold a low grade line and, after some investigation and a lot of soul searching, I recommended to the Highway Commission that the grade be raised somewhat and cross drains installed. We are proceeding with the work.

We have now been put on notice by the attorneys for Mr. and Mrs. Robert Beech that we will probably be sued. There will undoubtedly be others. I have nothing to recommend except that we proceed with the work and if assessed damages, pay the bill.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:ts

cc R. L. Porter
F. B. Kiddoe
Tom Edwards
Victor D. Wolfe
George Rohde
R. D. Asburry

RECEIVED
APR 27 1966
FOR FILING
S-1197(11)
6506

April 27, 1966

Ringo, Walton & McClain
Attorneys at Law
Corvallis, Oregon 97330

Attention: Mr. Robert G. Ringo

Gentlemen:

This will acknowledge recipt of your letter of April 25 concerning the effect of installation of drainage culverts on the property of your clients Mr. and Mrs. Robert Beach on the Corvallis-Lebanon Highway.

Copies of your letter are being forwarded to the State Highway Engineer and to our Chief Counsel for their information.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:go

cc: Mr. Forrest Cooper
Mr. G. E. Rohde

ROBERT G. RINGO
JAMES W. WALTON
MICHAEL F. McCLAIN

RINGO, WALTON & McCLAIN
ATTORNEYS AT LAW
CORVALLIS, OREGON 97330

605 JEFFERSON STREET
P. O. BOX 490
753-4482
AREA CODE 503

April 25, 1966

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

State Highway Commission
Labor and Industries Building
Salem, Oregon

Gentlemen:

Mr. and Mrs. Robert Beach are the owners of property adjacent to Corvallis commonly known as 919 East Van Buren Street, Linn County, Oregon. This is adjacent to Highway 34.

Your servants, agents and employees are commencing to install drain culverts under Highway 34 which will release a large amount of water upon Mr. and Mrs. Beach's property which is not normal surface water and which will be of an entirely different nature of that which they received prior to your working on this highway.

This is to advise you that if you proceed to flood Mr. and Mrs. Beach's property they will look to you for all damages and liabilities thereon and will proceed by self help and plug the drain tiles.

Very truly yours,

Robert G. Ringo

sm

cc: District Engineer
3400 Spicer Road
Albany, Oregon

Copies To:
Forest Cooper
Dee Noble

RECEIVED
APR 26 1966
OREGON
STATE HIGHWAY COMMISSION

NOTED
FOR INQUIRY

RECEIVED
MAY 2 - 1966
FOR FILING

5-11G (11)

Salem, Oregon 97310
April 29, 1966

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

Willamette River-Orleans
Section, Corvallis-
Lebanon Highway

Reference is made to the extra work that will be performed on this project to raise the grade a minor amount at three locations.

Please have someone analyze the danger of concentrating greater amounts of water in the downstream area below these three locations. After this analysis has been made, please make recommendations as to how to lessen the chances of creating such damage and advise me.

F. B. Klaboe
Assistant State Highway Engineer

FBKterb

cc: Mr. Victor D. Wolfe

[illegible] FILING
[illegible]

6-17

April 28, 1966

Morse Bros., Inc.
P. O. Box 266
Lebanon, Oregon

#12

Gentlemen:

The State Highway Commission at its meeting on April 21 considered your request for an extension of time on Contract No. 6506 on the Willamette River-Orleans Section of the Corvallis-Lebanon Highway in Linn County.

After considering the recommendation of the Engineer and other available information, the Commission granted you an extension to August 1, 1966, without assessment of liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc R. D. Asburry
H. N. Hoover
L. H. Young
F. D. Morgan
C. H. Maison

RECEIVED
APR 18 1966

Form CO-121 (11-65) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

S-119(11)

TO 6506 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon

DATE: April 14, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project S-119(11)
Willamette River - Orleans Section

Mr. Young's April 13, 1966 letter clearly outlined changes on the subject project which were previously discussed with your representatives. Upon further review, we have determined that a program change is not necessary and that your department has the authority to undertake the changes as proposed under your approved Secondary Road Plan. Futhermore, no exception to the procedure outlined therein is involved.

The manner in which Federal-aid participation will be determined, through appropriate credits for elements not incorporated in the completed roadway, is satisfactory.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

copy to Morgan
4-15-66

RECEIVED
APR 15 1966
OFFICE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 15 1966
FOR FILING

S-119(11)

6516

651

April 14, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 12
April 21, 1966 meeting

Gentlemen:

At the March 8 meeting, you approved an authorization to adjust the grade at three locations on the Corvallis-Lebanon Highway.

It will be necessary to extend the completion date of the contract (No. 6506) to allow for the additional work. I recommend that an extension to August 1, 1966 be granted. Telephonic approval from Chairman Jackson was secured on April 12.

The matter will be on the agenda for the April 21 meeting for confirmation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

RLP:ms bg

E 320 (Rev.)--5M 5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 12, 19 66

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ..... days to ..... days, within which to complete our Contract No. ....., without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

A time extension covering the period from Oct. 1, 1965 to Aug. 15, 1966 is hereby requested to complete, without assessment of liquidated damages, the proposed supplemental work covered by Price Agreement on the Willamette River-Orleans Section of the Corvallis-Lebanon Highway. Contract #6506.

Respectfully submitted,

..... Contractor

By .....

CONSENT OF SURETY

Date April 12, 19 66

We, General Insurance Company of America

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Thomas J. Kane
Attorney-in-fact

(SEAL)

Roland King
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6506 Contractor Morse Bros.

Highway Corvallis-Lebanon

Section Willamette River-Orleans

Kind of Work Grade-Pave-Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ **GRANTED.** The reasons for such recommendation are as follows:

An extension to August 1, 1966 is justified based on work added to the contract after it was awarded and a delay in securing additional pipe materials.

Recommended for Approval:

R. D. Ackroyd
Division Engineer

John A. Boyd
Construction Engineer or Bridge Engineer

M. J. Kuhn
State Highway Engineer

State Printing 37830

Contract No. 6506

Project designation S-119(11) State-Federal

Date awarded Oct. 9, 1964

Work started Oct. 12, 1964

Per cent completed 86 4-12-66 Date

~~No. of Workdays Allowed~~ Specified Completion Date Aug. 31, 1965

~~No. of Workdays Used~~ Ext. by Comm. to Oct. 1, 1965

~~No. of Added Workdays Requested~~ Req. ext. to Aug. 1, 1966.

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 12, 1966

To: Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

SUBJECT: Willamette River-
Orleans Section
Contract No. 6506

Attention Mr. John Bond

Mr. Porter received verbal approval for an extension of time to August 1, 1966 from Mr. Jackson this date.

Please prepare the proper documents for presentation to the Commission at the April 21 meeting for confirmation.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Mr. Victor D. Wolfe

RECEIVED
APR 13 1966
CONSTRUCTION
SALEM, OREGON
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 14 1966
FOR FILING

April 13, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Program Change
Project S-119(11)
Willamette R.-Orleans Section

Dear Sir:

We hereby request your approval of the following construction changes, which we desire to incorporate in Project S-119(11). This project is now under construction and is also under project agreement.

1. From Station 29+00 to Station 44+00, raise roadway to a finished grade elevation of 213.39' and install 3 65"x40" arch-type metal pipes.

2. From Station 69+00 to Station 70+00, raise roadway to a finished grade elevation of 216.75' and install 4 65"x40" arch-type metal pipes.

3. From Station 136+00 to Station 148+00, raise roadway to a finished grade elevation of 211.0' and install 4 65"x40" arch-type metal pipes.

The estimated cost of the work involved due to the above construction change is $50,000 and is to be accomplished under the existing contract by price agreement.

The additional work required by the proposed changes will be nonparticipating and State financed. Appropriate credits will be given the BPR for the presently completed work which is to be removed and not incorporated in the project and on which participation has already been claimed. However, as the proposed change does not revise the pavement design, width and shoulders, participation will be claimed for such items as base rock, shoulder rock and pavement which are not presently completed and also that portion of these items which replaces the completed item for which credit was given the BPR or not claimed for.

This proposed work will conform with the Secondary Road Plan and to the standards as set forth therein.

The proposed change will reduce the frequency of flooding of the highway due to low stage flood of the Willamette River, thereby greatly reducing the hazard to the traveling public caused by water inundating the roadway and also the inconvenience of having the highway closed to travel.

The proposed change will not affect the natural drainage of the area and the addition of the arch-type pipes will facilitate the release of water as the floods recede.

We would appreciate it if this approval could be expedited as the construction season is fast approaching and we desire the contractor to commence with the proposed work as soon as possible.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:bb

cc: Mr. F. E. Kluboe
Mr. F. D. Morgan
Mr. R. H. Chase

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION

March 22, 1966

Mr. Robert Ward
835 Cascade Drive
Lebanon, Oregon

Dear Mr. Ward:

Thank you for your letter of March 10 concerning the Corvallis-Lebanon Highway immediately east of the Willamette River crossing.

I have discussed this matter with the State Highway Department. I am advised that the section of road to which you refer crosses a large floodplain of the Willamette River which brings up many difficult problems. While it would be desirable to construct the road above the flood of record in this and all other areas, it is sometimes a costly and impractical job.

It was the considered opinion of the Highway Department staff, after such careful investigation, that to raise the grade through this area adequately to permit traffic to flow regardless of river height would in effect make a dike out of the roadway unless the roadway was a continuous bridge. The cost to take this approach was completely out of line with funds available.

During the December 1965 flood, the road was inspected both from the ground and the air and it was determined that by raising the grade nominally in three places the highway could be expected to be above most of the minor floods.

After weighing the facts, it was determined by the Highway Department that the best interest of the motoring public

would be served by making the grade adjustment as outlined in the newspaper article.

Decisions in problems of this kind are always difficult and subject to criticism, but I am sure that there is no easy solution to this problem and believe that the Highway Department has done the best it could in finding a compromise.

I am certain that it took considerable courage on the part of the Highway Department staff to approach this problem in this manner, recognizing that there might be criticism.

I appreciate your interest in highway matters.

Robert Ward
835 Cascade Dr.
Lebanon, Oregon
March 10, 1966

3017

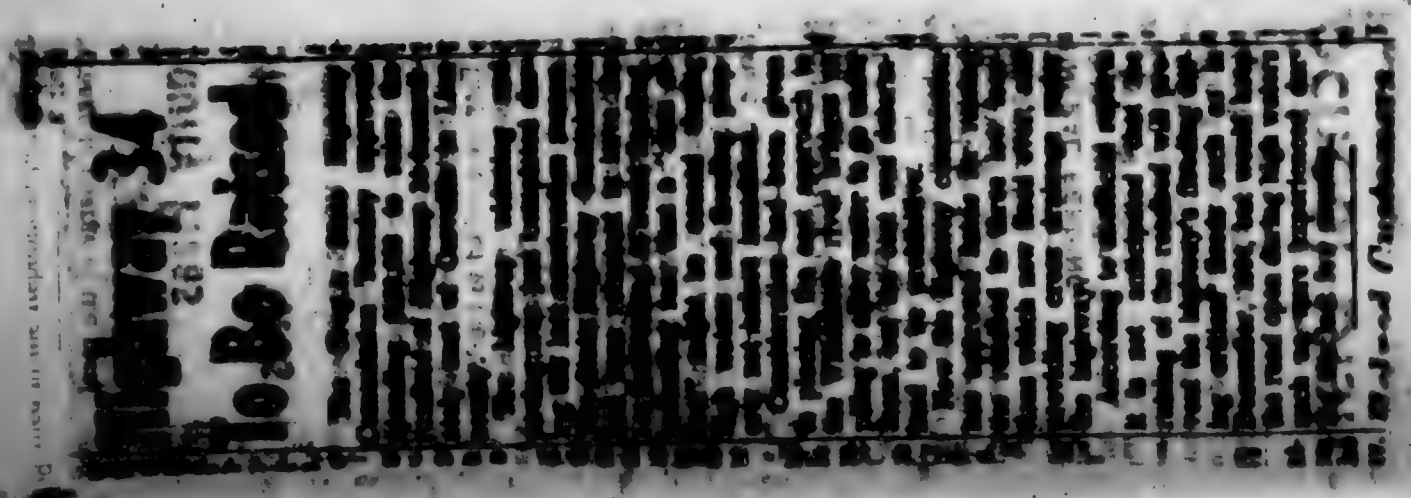
MAR 15 66

The Hon. Mark Hatfield

Dear Sir:

I am writing this in regards to a article I read in the newspaper about Highway 34 east of Corvallis in Linn County. I am sending you the article out of March 9 issue of the Albany Democrat Herald. If you get time drive down and look at the road, maybe then you will get a better understanding of what I am talking about. I am not saying that the road doesn't need to be raised but it seems to me any organization that can't see any futher ahead than that when it comes to building roads don't need to be crying for us tax payers to pay more taxes on gas, income, and property only to mention a few of the many different ways we are taxed. This letter is to let you know that it is hard for a average citizen to believe in his State Government when he reads something like this in the newspaper. I know that people do make mistakes but when they make mistakes such as this at a tax payers expense I think it should be looked into. I am sure there are many citizens feel the same as I, so I will quit here. At least you know all tax payers in this State are not sleeping.

Yours very truly,



RECEIVED
MAR 18 1966
FOR FILING
S-119 (11)
L-11

Salem, Oregon
March 15, 1966

Increase in Project Authorization

H. H. Hoover
Resident Highway Engineer
3400 Spicer Road
Albany, Oregon

This is to advise you that at its meeting of March 8, 1966 the Highway Commission approved an increase of $250,000.00 in project authorization on Contract No. 6506, Willamette River-Orleans Section of the Corvallis-Lebanon Highway in Linn County.

The new authorization for construction is $1,102,233.06. This amount should be used in all future reports for this project.

L. H. Young
Office Engineer

VG:ak
cc: R. D. Asburry

RECEIVED
APR 11 1966
FOR FILING

C - 119 (11)

6506

March 9, 1966

Morse Bros., Inc.
P. O. Box 266
Lebanon, Oregon

Gentlemen:

The State Highway Commission at its meeting on March 8 considered your request for an extension of time on Contract No. 6506 on the Willamette River-Orleans Section of the Corvallis-Lebanon Highway in Linn County.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to October 1, 1965, without assessment of liquidated damages.

Very truly yours,

Floyd Oury, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc R. D. Asburry
H. N. Hoover
L. H. Young
F. D. Morgan
C. H. Maison

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 24, 1966

SUBJECT:

To:
Mr. F. B. Klaboe
Ass't. State Highway Engineer
B U I L D I N G

Extension of Time
Willamette River-Orleans Section
Corvallis-Lebanon Highway
Contract No. 6506

Attached is a request from Morse Bros., Inc., contractor on the subject contract for an extension of the specified completion date from August 31, 1965 covering 60 additional workdays without the assessment of liquidated damages. The contractor's request is based on delays caused by failure of the State to clear right of way, conflict with utility company moves, lack of grade stakes, unsuitable grade, a shutdown while waiting for construction details in area of soft grade and a shortage of borrow material.

The contractor was prevented from entering various portions of the project due to non-availability of right of way between October 12 and October 26, 1965. These areas comprise the majority of the clearing and grading work areas on the project. Eleven penalty days extension for this delay are justified and allowable under the 1954 Standard Specifications Section 1.8.9.

The delay cited by the contractor caused by conflict with utility company moves is not considered a valid reason since there was no appreciable delay. The contractor's claim that lack of grade stakes caused him a 13 day delay is completely unfounded and no extension for this reason can be granted. He also requested 22 days for an "unsuitable" grade. This reason cannot be considered as the existing ground conditions were evident and part of the inherent character of the work to be done.

The contractor's request for additional time due to a delay while construction details were determined over an area of soft subgrade is a valid one. The contract records indicate that the contractor was delayed from June 7 through June 11 while additional compaction testing and investigation concerning merits of additional

compaction efforts were determined. Five penalty days extension are justified.

Subsidence of the underlying ground and the resultant excessive shrinkage factor required borrow material from a private source. This imported material had to be truck hauled since the route was over an area of grade which had already had the base material placed on it. This effectively changed the contractor's grading operations and a six penalty day extension for this reason is justified.

The original completion date for this contract was August 31, 1965. The contractor was issued a shut down order effective October 18, 1965 at which time 32 penalty days amounting to $6,720 in liquidated damages had been assessed. The reasons listed above justify an extension of 22 penalty days which will extend the completion date to October 1, 1965. This will reduce the liquidated damages up to the period of the shut down order, to $2,100. No liquidated damages have been withheld during the shut down period.

This contract has the restrictive clause concerning time extensions. However, this is a Federal Aid Secondary Project and does not require Bureau of Public Roads concurrence.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By

John A. Bond
Staff Assistant

DES:nh

Attach.

cc: L. H. Young

RECEIVED
MAR 2 - 1966
FOR FILING
C-119(11)
4516

March 1, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 9
March 8, 1966 meeting

Gentlemen:

Morse Bros., Inc., contractor on the Willamette River-Orleans Section of the Corvallis-Lebanon Highway in Linn County, Contract No. 6506, requests an extension of 60 additional working days beyond the specified completion date of August 31, 1965. The contractor's request is based on delays caused by failure of the State to clear the right-of-way, conflicts with utility company moves, lack of grade stakes, unsuitable grading, a delay while waiting for construction details in areas of soft grade to be determined, and a shortage of borrow material.

A delay due to nonavailability of right-of-way was encountered which amounts to 11 days. A further delay of five days resulted from an investigation of additional compaction requirements, and a six-day delay developed due to an increase in necessary borrow material. These reasons will justify a total of 22 days. The reasons which have to do with utility company conflicts, grade stakes, and unsuitable grade are not valid.

I recommend that the specified completion date be advanced to October 1, 1965. A shutdown order was issued effective October 18, 1965. The proposed extension will reduce current liquidated damages to $2,100. The anticipated completion date for this project is June 15, 1966.

This matter will be on the agenda for your consideration at the March 8 meeting.

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

Very truly yours,

Forrest Cooper
State Highway Engineer

DES:nh/RLP:ms bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6506 Contractor Horse Bros., Inc.

Highway Corvallis-Lebanon

Section Willamette River-Orleans

Kind of Work Grading, Paving and Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Extension to October 1, 1965 based on non-availability of right of way, delay while construction details were being investigated concerning a soft subgrading and change in the contractor's grading operations caused by necessity to borrow material.

Recommended for Approval:

R. D. Asburry
Division Engineer

for
Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	6506
Project designation	S-119(11)
Date awarded	State-Federal October 9, 1964
Work started	October 12, 1964
Per cent completed	95 - 2-10-66
Spec. Cond. Date	Date August 31, 1965
No. of Workdays Allowed	
No. of Workdays Used	October 1, 1965
No. of Added Workdays Requested	

State Printing 27920

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 15, 1965

Gentlemen:

We, the undersigned, respectfully request an increase ~~in the number of workdays from~~ of an additional 60 workdays ~~days to days~~, within which to complete our Contract No. 6506, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See the attached letter

Respectfully submitted,

Mark B.O..., INC.
Contractor

By F. N. Mone

CONSENT OF SURETY

Date October 18, 1965

We, The General Insurance Company of America

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Roland N. King
Attorney-in-fact

(SEAL)

Roland King
Resident Agent

LEBANON SAND & GRAVEL CO. - MORSE BROS.

EAST GRANT STREET • PHONE 258-3111 • P. O. BOX 266

LEBANON, OREGON

READY MIX CONCRETE
ASPHALT PAVING

October 15, 1965

H. H. Hoover
Resident Engineer
3400 Spicer Rd.
Albany, Oregon

Re: Willamette River-Orleans
O.S.H.D. Contract #6506

Dear Sir:

Enclosed please find five (5) copies of Contractors Request for Increase in Number of Workdays covering additional time to complete this project.

This time extension is requested for the reasons listed below:

Right of way Acquisitions and Obligations	10 days
Utility Company Moves	½ days
Lack of Grade Stakes	13 days
Unsuitable Grade	22 days
Shut down awaiting Construction	
Detail over soft grade	4 days
Shortage of Borrow Material	6 days
Total increase requested	60 days

Very truly yours,

MORSE BROS., INC.

F. W. Morse

F. W. Morse,
Sec.-Treas.

FWM:mg

Enclosure - 5

RECEIVED
MAR 1 - 1966
FOR FILING
C-119(4)

V9E

February 18, 1966

Oregon State Highway Commission

Gentlemen:

At the present time, we have under contract four laning a section of the Corvallis-Lebanon Highway in Linn County. This section of highway crosses the flood plane of the Willamette River and has been subject to closures during high water many times in the past.

Due to the problems involved, reconstruction was carried out similar to the grades on the existing road to prevent backing up water on the upland areas to the south of the highway. During the past winter, closures again occurred on this road. I made a personal inspection on the ground and in the air to determine if some compromise solution could be worked out to reduce the closures. I recommend that we raise the road at three places and install cross drainage in an effort to minimize the closure problem. I do not consider it feasible to raise this road above the maximum flood plane of the Willamette River, as I am sure it would bring about complications and probable lawsuits.

The ultimate solution to the problem is the construction of a dike along the right bank of the Willamette River for a distance of about two miles, which project has been considered by the Corps of Engineers and probably will ultimately be constructed, although it is not now on the Corps' schedule.

The cost of the grade revisions referred to above is estimated at $210,000 and I recommend your approval.

This matter will be on the agenda for your consideration at the March 8 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn
cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
R. D. Asburry

Form E-40—50M-

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

CORVALLIS — ORLEANS

Unit 1 Sta 29 - Sta 44 Length 0.25 Mile

0.3 Mile East of Willamette [illegible]

2/24/66 wlt

	Item	Unit	Net	Allow	Gross	Unit Price	Amount
1.	Breakup of P.C.C. Apron	Sq. Yd.	1256		1382	1.00	$ 1,382
2.	Trench Excavation	Cu Yd	257		283	3.00	849
3.	General Excavation	Cu Yd	—		—	1.00	—
4.	12-inch Culvert	Lin. Ft.	82		90	3.75	338
5.	20-inch ATCMP	Lin. Ft.	—		—	9.00	—
6.	65-inch ATCMP	Lin. Ft.	480		528	32.00	16,896
7.	End Sections, 65" ATCMP	Each	8		8	250.00	2,000
8.	Reinforced Ditch Lining	Sq. Yd	589		648	5.00	3,240
9.	Plant Mix Stone Base	Ton	18,918		20,810	1.50	31,215
10.	3/4"-0" Mat'l Ld Leveling	Ton	1469		1616	1.50	2,424
11.	Sprinkling	M-Gal	37		41	3.00	123
12.	SS-1 Asph. in Sprinkling	Gal	2592		2850	0.30	855
13.	Class "B" Asph. Concrete	Ton	2018		2220	5.75	12,765
14.	Class "3" A.C. Slope Paving	Ton	294		324	6.25	2,025
15.	Rip Rap (Salvage & Relay)	Cu Yd	70		80	2.00	160
16.	Pavement Scarifying	Sta.	15		17	130.00	2,210
			Subtotal				$ 76,482
			Engineering & Conting.				
			Est. Const Cost				$ 92,000

Form E-43—50M-

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

CORVALLIS – ALBANY

Grade Revision

Unit 2 Sta 69 - Sta 76 Length 0.13 Mile

0.1 Mile West of Peoria Road 2/24/66 w.k.t

	Item	Unit	Net	Allow	Gross	Unit Price	Amount
1.	Breakup of P.C.C. Apron	Sq. Yd.	[illegible]		493	1 00	$ 493
2.	Trench Excavation	Cu Yd	156		172	3 00	516
3.	General Excavation	Cu Yd	—		—	1 00	—
4.	12-inch Culvert	Lin. Ft.	—		—	3 75	—
5.	29-inch ATCMP	Lin. Ft.	—		—	9 00	—
6.	65-inch ATCMP	Lin. Ft.	264		290	32 00	9,280
7.	End Sections, 65" ATCMP	Each	4		4	250 00	1,000
8.	Reinforced Ditch Lining	Sq. Yd	—		—	5 00	—
9.	Plant Mix Stone Base	Ton	5759		6335	1 50	9,503
10.	3/4"-0" Mat'l in Leveling	Ton	691		760	1 50	1,140
11.	Sprinkling	M-Gal	17		19	3 00	57
12.	SS-1 Asph. in Sprinkling	Gal	1190		1310	0 30	393
13.	Class "B" Asph. Concrete	Ton	949		1044	5 75	6,003
14.	Class "B" A.C. Slope Paving	Ton	240		266	6 25	1,663
15.	Rip Rap (Salvage & Relay)	Cu Yd	—		—	2 00	—
16.	Pavement Scarifying	Sta.	7		8	130 00	1,040
				Subtotal			$ 31,088
				Engineering & Contng.			
				Est. Const Cost			$ 38,000

Form E-49—50M

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

CORVALLIS – ALBANY

Grade and Drain

Unit 3 Sta. 106 - Sta 128 Length 0.42 mile

0.4 Mile West of Owl Creek 2/24/66 rwlt

	Item	Unit	Net	Allow	Gross	Unit Price	Amount
1.	Breakup of P.C.C. Apron	Sq. Yd.	—		—	1.00	—
2.	Trench Excavation	Cu. Yd	270		296	3.00	888
3.	General Excavation	Cu. Yd	612		765	1.00	765
4.	12-inch Culvert	Lin. Ft.	74		82	3.75	307
5.	29-inch ATCMP	Lin. Ft.	18		20	9.00	180
6.	65-inch ATCMP	Lin. Ft.	504		555	32.00	17,760
7.	End Sections, 65" ATCMP	Each	8		8	250.00	2,000
8.	Reinforced Ditch Lining	Sq. Yd	—		—	5.00	—
9.	Plant Mix Stone Base	Ton	10,463		11,509	1.50	17,263
10.	3/4"-0" Mat'l. for Leveling	Ton	2160		2376	1.50	3,564
11.	Sprinkling	M-Gal	54		60	3.00	180
12.	SS-1 Asph. in Sprinkling	Gal	3780		4160	0.30	1,248
13.	Class "B" Asph. Concrete	Ton	296.7		3266	5.75	18,780
14.	Class "B" A.C. Slope Paving	Ton	—		—	6.25	—
15.	Rip Rap (Salvage & Relay)	Cu Yd	—		—	2.00	—
16.	Pavement Scarifying	Sta.	22		25	130.00	3,250
			Subtotal				66,185
			Engineering & Contng.				
			Est. Const Cost				80,000

Form E-49—50M

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

COLUMBIA — ORLEANS

Unit 3 Sta. 106 - Sta. 127 Length 0.42 mile

0.4 Mile West of Owl Creek 2/24/66 wlt

	Item		Unit	Net	Allow	Gross	Unit Price	Amount
1.	Breakup of P.C.C. Apron		Sq. Yd.	—		—	1 00	—
2.	Trench Excavation		Cu Yd	270		296	3 00	888
3.	General Excavation		Cu Yd	612		765	1 00	765
4.	12-inch Culvert		Lin. Ft.	74		82	3 75	307
5.	29-inch ATCMP		Lin. Ft.	18		20	9 00	180
6.	65-inch ATCMP		Lin. Ft.	504		555	32 00	17,760
7.	End Sections, 65" ATCMP		Each	8		8	250 00	2,000
8.	Reinforced Ditch Lining		Sq. Yd	—		—	5 00	—
9.	Plant Mix Stone Base		Ton	10,463		11,509	1 50	17,263
10.	3/4"-0" Mat'l. for Leveling		Ton	2160		2376	1 50	3,564
11.	Sprinkling		M-Gal	54		60	3 00	180
12.	SS-1	Asph. in Sprinkling	Gal	3780		4160	0 30	1,248
13.	Class "B" Asph. Concrete		Ton	2967		3266	5 75	18,780
14.	Class "B" A.C. Slope Paving		Ton	—		—	6 25	—
15.	Rip Rap (Salvage & Relay)		Cu Yd	—		—	2 00	—
16.	Pavement Scarifying		Sta.	22		25	130 00	3,250
					Subtotal			$ 66,185
					Engineering & Contng.			
					Est. Const Cost			$ 80,000

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
February 18, 1966

To: Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

SUBJECT: Willamette River-Orleans Section, Corvallis-Lebanon Highway, Contract No. 6506

Please rough draft a letter to the Commission requesting their approval to do the work outlined in Barbee's letter dated 2-15-66. Explain briefly the problem and the proposed cure. Include a detailed estimate of cost.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Victor D. Wolfe

REFERRED TO
Olson
Asst. State Hwy. Engr.

Routing

Morgan	Pease
Decker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

RECEIVED
FEB 21 1966
CONSTRUCTION DIVISION

FORM E-30 50M 2-65 SP*6470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 15, 1966

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

SUBJECT: Willamette River-Orleans Section
Corvallis-Lebanon Highway
Contract No. 6506

In line with your letter of January 28, 1966 regarding the low spots on the subject section, I have had Mr. Tebeau prepare a reconnaissance report listing estimated cost for these three units, copy of which is attached.

The costs for each of the three units as shown in Mr. Tebeau's report was based upon the installation of two or four arch type metal pipes with a total capacity of one 48-inch pipe. If this was your intention the attached report is correct, but if your letter intended to convey that you wanted each of the elliptical pipes to have the capacity of a 48-inch round pipe then the cost on unit one with the use of four 65" x 40" arch type pipes should be raised $17,000. Unit two for two 65" x 40" arch type pipe costs should be raised $8,000, and unit three using four 65" x 40" arch type pipe the cost should be raised $15,000. The 65" x 40" arch type pipe used has the capacity of one 48" round type pipe.

#1 - 92,000
#2 - 38,000
#3 - 80,000
210,000

F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Ass't. Construction Engineer

17,000
75
92,000

65,000
15
80

DJB:rw

Attach.

FORM B-30 80M 3-61 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 8, 1966

SUBJECT: Willamette River-Orleans
Corvallis-Lebanon Highway

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Estimates have been prepared for raising certain portions of the Corvallis-Lebanon Highway (now under construction) to provide some measure of relief from flooding particularly at low stages of the Willamette River. Along with the raising of the grade, arch type culverts are to be placed in each area to handle residual flood water.

Unit 1 - Station 29 to Station 44 (0.28 mile)

Raise roadway to finish grade elevation 213.89 and install four 29" x 18" arch type metal pipes (roughly equivalent to a 48-inch circular pipe). Estimated cost - $75,000. add 17,000

Unit 2 - Station 69 to Station 76 (0.13 mile)

Raise roadway to finish grade elevation 216.75 and install two 43" x 27" arch type metal pipes (roughly equivalent to a 48-inch circular pipe). Estimated cost - $30,000. add 8,000

Unit 3 - Station 106 to Station 128 (0.42 mile)

Raise roadway to finish grade elevation 211.00 and install four 29" x 18" arch type metal pipes (roughly equivalent to a 48-inch circular pipe). Estimated cost - $65,000. add 15,000

Total cost for the three units is $170,000 which represents the additional over the contract amounts previously authorized. Unit prices wer eapplied assuming the extra work would be done on Price Agreement. Present right of way is adequate to accommodate the adjustment of grade.

As a matter of interest, I am attaching a report from H. C. Johnson to R. D. Asburry which describes difficulties experienced in the area during the recent flooding with recommendations toward possible solution. The Division

office has expressed their desire to effect the cure at this time perhaps under the same Price Agreement. No costs are included for this; but it appears that a cost in the neighborhood of $5,000 would handle this.

F. D. Morgan
Construction Engineer

By W. H. Tebeau

W. H. Tebeau
Preliminary Studies Engineer

WHT:fp
Attach.

0.28 Mile
Sta. 39 - Sta. 44

0.13 Mile
Sta. 69 - Sta. 76

0.42 Mile

Unit I

Unit

Unit

SHEET ..... OF ..... SHEETS

Net	Gross	Amount	Net	Gross	Amount			
1256	1382	1382	493	493	193	—		
~~257~~ ~~161~~	~~214~~ 177	~~641~~ ~~531~~	156 148	172 130	516 ~~340~~	~~270~~ ~~160~~	~~180~~	~~848~~ ~~520~~
—			—					
82	90	338	—					
480	528	~~4752~~	—					
480	528	16 416		225	9280 ~~4 320~~	144	225	17 760
8	8	~~2 640~~ 320	4	4	1			2 400
			4	4	5 [illegible]			
589	648	3240						
18.918	20.810	31.215	5759	6 [illegible]	[illegible]	10 163	11.509	17.7[illegible]
1469 -	1,616	2.424	691	760	1140	2160	[illegible]	[illegible]
37	41	123	17	19	57	[illegible]	[illegible]	[illegible]
2590	2850	855	1190	1310	390	[illegible]	1160	[illegible]
2018 -	2220	12,765	940	1034	[illegible]	2217	2376	[illegible]
294	324	2.025	240	264	1648			
70	80	160						
15	17	2210	7	8	1140	22	26	3380
		$ ~~62.340~~			$ ~~25.000~~			~~4.000~~
		~~12.660~~			~~4.320~~			~~12.000~~
		$ ~~75.000~~			$ ~~30.000~~			~~60.000~~
Subtotal		76 492			[illegible]			[illegible]
+ 20%		15 518			6 112			13 [illegible]
Total		92 000			[illegible]			80 200

Forrg E-147—10M

OREGON STATE HIGHWAY DEPARTMENT

COLUMNAR TABULATION SHEET

Willamette River - Prison
Corvallis - Lebanon [illegible]
Feb. 1966 Recommended Estimate

State Printing 64211

	Item		Unit	Net	Extension	Gross	Price	Amount
1.	Break-up of P.C.C. Apron		Sq. Yd.	1731		1875	1.00	1875
2.	Trench Excavation		Cu. Yd.	2253		751		2253
3.	General Excavation		Cu. Yd.	6172		7172	1.00	7172
4.	12" Culv. Pipe		Lin Ft	160		172	20.00	3440
5.	29" A.T.C.M.P.		Lin Ft.	1602		20 1602	20.00	100 32040
6.	65x45" A.T.C.M.P.		Lin Ft.	1248		1373	32.00	43936
7.	29" ATCMP End Sections		Each	20		20	250.00	5000
8.	45" ATCMP End Sections		Each	4		4	400.00	1600
9.	Reinforced Ditch Lining		Sq. Yd.	588		588	3.00	1764
10.	Plant Mix Stone Base		Ton	35.140		37.654	4.00	150616
11.	3/4"-0 Mat'l. in Leveling		Ton	1.320		1.452	4.00	5808
12.	Sprinkling		M-Gal	198		170	5.00	850
13.	SS-1 Asphalt in Sprinkling		Gal	7840		8470	.30	2541
14.	Cl. "B" Asphaltic Concrete		Ton	5934		6400	8.00	51200
15.	Cl. "B" A.C. Slope Paving		Ton	534		570	8.00	4560
16.	Rip-Rap (Salvage and Relay)		Cu. Yd.	70		70	15.00	1050
17.	Pavement Scarifying		Sta.	44		50	150.00	7500
					Subtotal			173,755
					+ 20% Eng. and Cont.			36 245
					Total			210,000

122 - 10.21 ←
122 - 61

FORM E-30 BOM 3-63 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Corvallis, Oregon 97330
January 20, 1966

SUBJECT: Willamette River
Orleans Section
Corvallis-Lebanon Hwy

To: R. D. Asburry
Division Engineer

ROUTED
R. D. ASBURRY

Experience with and observations of the recent minor flooding of the Willamette River across sections of this roadway would indicate that we should give further study to our slope protection and aprons through two areas on this project.

I have been over the project with Mile Hoover, Resident Engineer, and pointed out these areas to him. The first area is in the vicinity of station 38+00. It is believed that more aprons definitely are in order.

Considerable cutting of the shoulders on both sides of the new grade took place under the minor flooding we had this winter. Since we can anticipate as much water as we had this winter every winter from now on; and considerably more water for longer periods at least a portion of the time it is believed further protection should be placed, especially West from the end of the present apron at about station 34+50.

In fact, I would suggest further investigation of some type of protection to the elevation of the Willamette River flood stage which is now designated at twenty feet, river gauge reading. The water goes over the pavement, at the low point, at approximately gauge reading 16.2 feet.

River gauge readings and sea level elevations will not corelate on a straight line at different flood levels, as you probably already know, due to the water that comes over the highway leaving the main channel upstream from the bridge gauge and due to the leveling off of this water, etc.

At any rate, the area referred to for further protection would be about between centerline stations 28+00 and station 45+00.

Erosion took place under the present water flow on the upstream side of the present slope protection. There are indications that the concrete apron should be revised to possibly include a cut off wall where the concrete ends at the bottom of the slope. Erosion was approximately 12 inches deep and indicated undermining of the Southerly traveled lane at the extreme West end of the slope protection. On the downstream side, the

shoulder was eroded 24 inches in depth at the West end of the slope protection and extended Westerly about 200 feet. This erosion tapered in depth from 24 inches to nothing, going West.

One of the changes that is taking place in the water flow where it crosses the highway at this point, is apparently due to the clearing of the cottonwood trees on the Northerly side of the highway. Previously there was brush, etc. along this Northerly side that restricted the flow of water somewhat. Clearing of this brush and trees along the Northerly side of the highway has not only changed slightly the angle of crossing, but has increased the erosion potential.

The other area that has water over the pavement and shoulder erosion, was Owl Creek Flat. It has not been traced, but could be Owl Creek overflow alone or could be some of the Willamette River water also.

At any rate, we have quite a concentration of water that comes through the swale on the Southerly side of the highway in the vicinity of station 128+00. This water comes to the highway at this point and since we have a small culvert, it cannot get through. The Southerly ditch then becomes a canal.

The current was noted to be rather swift in the early stages of the flood. It nearly took out the road approach at station 124+75 and flowed Westerly to station 122+50 where it then flowed across the highway when the ditches became full on the Southerly side.

This flow continued in this manner on through the flooding. I purposly left this approach road depressed in my cleanup operations and would suggest that we might leave this road approach low and pave it with aprons clear to the bottoms of the ditches, both sides of the approach so that it also could become a water way during the highwater period. Otherwise, it will probably take the road approach completely out every time the water comes up.

The road approach at station 121+30 was also abused somewhat by the current. However, nothing compared to the one at 124+75.

Howard C. Johnson
District Maintenance Superintendent.

HCJ/dw

Form No. E-372—5M—7-63

E-114 (11)

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Willamette River-Orleans Date February 25, 1966

Highway Corvallis-Lebanon Contract No. 6506

County Linn Kind of Work Grading, Paving and Structure Contractor Morse Bros., Inc.

Contract Amount $738,940.50

Expected over-runs and under-runs in contract items:		Quantity	Unit Price	Amount
Major items, itemized:				
5. Gen. Exc.	under-run	-25,600 C.Y.	0.58	$ -14,848
23. Reinf. ditch lining	over-run	+ 1,680.5 sq.yd.	5.00	+ 8,402
34. Class "B" A.C.	over-run	+ 2,500 Ton	5.65	+14,125
Minor items, unitemized algebraic total				-12,691
Subtotal				$ -5,012.00
Approved work orders (Price, extra work and state force orders)				$ 64,266.45

Expected over-runs and under-runs in work orders:	Amount
Major items, itemized:	
P.A. 3 Furnish and place gravel in foundation excavation	+8,537
E.W.D.1 Flagging	+2,500
P.A. 6 Special embankment	+1,600
S.F.O.7 Embankment & surfacing at revised E.end Van Buren approach	+2,000
Minor items, unitemized algebraic total	- 710
Subtotal	$ +13,927.00
Authorization for engineering	$ 60,603.24
Expected over-run or under-run of engineering authorization	$ + 5,000.00
Costs not included above (explain) Proposed P.A. Raise grade at 3 locations (includes engineering and conting.)	$ 210,000.00
Allowance for future contingencies (4-1/2 % of work remaining)	$ 5,508.37
Credits to come from transfers and deductions	$ - - -
Present estimate of project cost	$ 1,093,233.06

Brief Statement of principal causes of over-run:

Additional A.C. needed for patching ahead of top lift.
Special gravel backfill required to provide proper foundation in subexcavated section. Additional work recommended to raise grade at 3 locations to reduce frequency of flooding closures.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem office.
Project authorization	$ 852,233.06	
Present estimate of project cost	$ 1,093,233.06	
Expected over-run (Amount)	$ ~~241,000.00~~	250,000.00
Expected over-run (per cent)	~~28.28~~	

Submitted by: H. N. Hoover, Resident Engineer

Noted by: [signature], for Construction or Bridge Engineer

Confirmed by: R. D. Asburry, Division Engineer

Noted by: [signature], Deputy or Assistant State Highway Engineer

State Printing 62181

FORM 1 REV 12-64

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Willamette River-Orleans		WEEK ENDING: 19 Feb 1966
		SECTION PREFIX: 122-1021
HIGHWAY: Corvallis-Lebanon		COUNTY: Linn
NAME OF JOB: Willamette River-Orleans	KIND OF WORK: grading, paving, & structure	
CONTRACTOR: Morse Bros., Inc.	CONTRACT NUMBER: 6506	FEDERAL AID PROJECT NUMBER: S-119(11)
DATE OF CONTRACT: 10/9/64	DATE WORK STARTED: 10/12/64	ESTIMATED COMPLETION DATE: 6/15/66
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN SUPERVISION	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: 8/31/65	PERCENT OF TIME ELAPSED: 154
PROJECT AUTHORIZATION: $ 852,233.06	ENGINEERING AUTHORIZATION: $ 60,603.24	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 86
EXCLUSIVE OF ENGINEERING: $ 791,629.82	ENGINEERING COST TO DATE: $ 61,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 86
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 791,500.00		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 101 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
95	100	100	98	50			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.59	3.59			3.59
MILES PARTIALLY COMPLETED		3.59			3.59
MILES COMPLETED	3.59				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	176,800 cy	190,200 T			27,500 T
TOTAL QUANTITIES CORRECTED TO DATE	131,400	186,000			27,500
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	131,400	184,200			13,870
AVERAGE DAILY QUANTITIES	2,000	3,000			1,100
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK dozer___, rollers___, blade___, water wagon___, trucks___, crusher 1 ,
broom___, tack cart___, A C plant___, base paver___, A C paver___,

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	4267 A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	cloudy			
TUESDAY	cloudy			
WEDNESDAY	fair			
THURSDAY	fair			
FRIDAY	cloudy			
SATURDAY				

RECEIVED
CC...
GEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	contractor crushing A. C. aggregate at commercial plant. Survey party cross-sectioning and profiling sta 20-30
TUESDAY	same as mon.
WEDNESDAY	Contractor crushing AC aggregate at commercila plant.
THURSDAY	Same as Wed
FRIDAY	Same as Wed.
SATURDAY	

REMARKS

Contractor, Morse Bros. crushed A. C. aggregate all week at their commercial source, Builders Supply of Corvallis.

Survey party worked 2 days crosssectioning and profiling sta 20-20 for the Van Buren St. bridge revision.

No work by contractor on the project, as the project was shut down for the winter by the engineer on 19 Oct. 65.

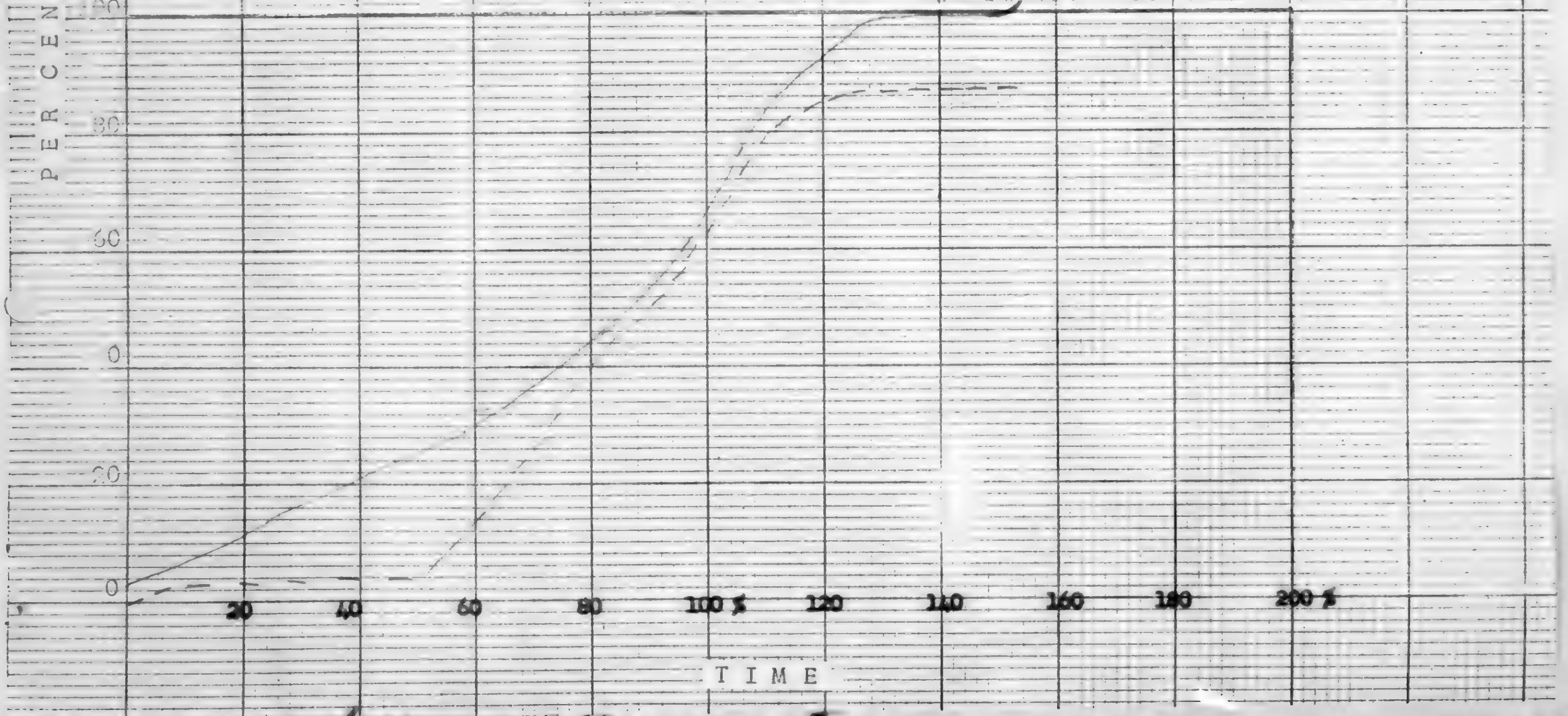
SIGNED J. M. Hosea Res. Engr. LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

Section Willamette River-Orleans
Highway Corvallis-Lebanon
Contract No. 6506
F.A. Proj. No. S-119(11)

Contract Completed _ _ _ _ _ _ _ _ _

Engineering Expended_____



RECEIVED
FEB 23 1966

FOR FILING

1356

477 Cottage Street, NE
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

February 18, 1966

08-35.DB

A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Assistant Division Engineer

Oregon Project S-119(11)
Willamette River-Orleans Section
Order for State Force Work Nos. 6 and 7

Reference is made to the subject orders for State Force Work submitted with your February 8, 1966 letters for our consideration and approval which we assume were intended as exceptions to the approved Oregon Secondary Road Plan, dated January 15, 1964.

Returned herewith are the two orders which are not approved for Federal participation. This determination is based on the following considerations:

The Oregon Secondary Road Plan, as approved, provides for State Force Account work thereunder for three specific items of work, the extent of which is considered to be approaching the maximum allowable for participation. In accordance with PPM 20-5, there should be no trend toward increasing the amount of highway construction work by State Forces under the plan.

Construction of the secondary improvement is not dependent upon Federal participation in the subject orders for State force work.

The work described in your February 8 letters and in the subject orders could have been foreseen and included in the present plans and specifications at the time of bidding as work items to be performed by the contractor.

There does not appear to be any major unusual circumstance in this instance which warrants consideration of an exception to the plan which results in a reduction of the benefits received in operating under such procedures.

This determination, while not allowing Federal participation, does not preclude your performing the described work or similar work incidental to this or other secondary projects on a nonparticipating basis. It likewise does not preclude your having the work performed by the contractor under the present project under an extra work order in which case Federal participation would be allowable under the terms of the approved Secondary Road Plan.

Attachments

orig. w/ maps
to Young
2-23-66

RECEIVED
FEB 14 1966
FOR FILING
S-119 (11)
6-11

February 8, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 7, Account No. 221 covering adjusting embankment and surfacing to match planned alignment correction to easterly bridge approach spans of the Van Buren St. Br. on the Willamette River-Orleans Section of the Corvallis-Lebanon Highway in Linn County, Contract No. 6506 in connection with Federal-Aid Project No. S-119(11).

This work is necessary for the construction of embankment and surfacing to the future alignment shown on the plans. This work is required to meet the bridge approach realignment which is covered under Order for State Force Work No. 6.

State forces are available and have the equipment and personnel to do this work more economically and expeditiously due to the small amount of work required.

Approval by the BPR as of February 8, 1966 under the provisions of PPM 20-5 on actual cost basis is requested.

The estimated amount of this order is $500.00 with Federal participation of $300.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:mb
Enc.

RECEIVED
FEB 9 - 1966
FOR FILING

S-1171(11)
6511

February 8, 1966

Mr. A. L. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force work No. 6, Account No. 261, covering realigning the easterly approach spans to the Van Buren Street Bridge on the Willamette River-Orleans Section of the Corvallis-Lebanon Highway in Linn County, Contract No. 6506 in connection with Federal-Aid Project No. S-119(11).

This work is necessary to move the bridge approach spans to the future alignment shown on the plans. It will eliminate a temporary connection with substandard curves.

The contractor is not equipped or staffed to perform this type of work. The State Bridge crew is available and has the equipment, personnel and materials to do the work more economically and expeditiously.

Approval by the Bureau of February 8, 1966 under the provisions of PPM 20-5 on actual cost basis is requested.

The estimated amount of this order is $8,000.00 with Federal participation of $4,800.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CHY:mb
Enc.

RECEIVED
JAN 28 1966
FOR FILING

E-117(11)
6E16

Salem, Oregon 97310
January 28, 1966

Willamette River-Orleans
Section, Corvallis-
Lebanon Highway
Contract No. 6506

Mr. D. J. Barbee
Ass't. Construction Engineer
B U I L D I N G

3(5)

This letter will serve to confirm my oral instructions to you of January 26 concerning the installation of additional pipes to handle residual flood waters.

Please make an estimate of the cost on the following items:

1. Low spot near Station 35. Use the elevation of the grade break near Station 44 which I believe is 213.89 and extend a 00 grade back to its intersection with the profile near the end of the bridge. Place four elliptical pipes underneath this new fill roughly of a size equivalent to a 4-foot round pipe.

2. Low spot near Station 71. Bring the fill up to a grade of 216.75 and extend both ways to meet the existing highway profile. Install two elliptical pipes equivalent to a 48" round pipe.

3. Low spot near Station 122. Raise the grade here to an elevation of 211.0 and install four elliptical pipes equivalent to a 48" round pipe.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Victor D. Wolfe
H. H. Tabeling

RECEIVED
JAN 4 - 1966

FOR FILING
S-119 (11)
6516

Salem, Oregon 97310
January 3, 1966

Corvallis-Orleans

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

Please execute a State Force Order on this project to revamp the end of the old Corvallis Bridge and to perform surfacing necessary to alleviate the sharp curve at the east end. I believe this amounts to some $8,000 to $9,000.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

122-1021

FORM E-30X—50M—1-61 SP 18102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 3, 1966

To: Mr. H. W. Hoover
Resident Engineer
Oregon State Highway Department
3460 Spicer Road
Albany, Oregon

SUBJECT: Improvement of East Approach
Van Buren Street Bridge
Willamette River-Orleans Section
Corvallis-Lebanon Highway
Contract No. 6506

We have had approval to improve the east approach to the Van Buren Street bridge, said improvement to revise the alignment to or very near to the alignment as shown on the construction plans as future centerline.

To provide funds for this, will you please prepare two State Force Orders on the Willamette River-Orleans Section, Contract No. 6506; one in the amount of $8,000 to revise the approach spans, the other in the amount of $500 to perform the additional surfacing on the pre-constructed fill.

To make this revision, it will be necessary for you to run a new centerline and to prepare profiles so the State forces will have something to work to. I am attaching to Walter Sandquist's copy of this letter a print showing in red a plan for the revising of the approach spans.

For further information regarding this, please contact me.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:am
cc D. J. Barbee
H. W. Hughlett
H. C. Johnson
W. B. Sandquist

Routing
Morgan
Becker
Bond
Crehan
Lowe
Scott
Wills
Litchfield
Olson

RECEIVED
JAN 3 1966
CONSTRUCTION
DIVISION

RECEIVED
NOV 1 - 1965
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Albany, Oregon
25 Oct 65

To: R. D. Asburry
Division Eng.

SUBJECT: Willamette River-Orleans Section
Corvallis-Lebanon Hwy
Contract #6506

Enclosed herewith is a copy of our shutdown order to Morse Bros. and his letter agreeing to complete the project next spring as per original contract.

Sincerely,

H. N. Hoover
Res. Eng.

RECEIVED
OCT 28 1965
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Routing
Morgan
Decker
Bond
Mayfield
Wilkes
Lyon
Stuart

RECEIVED
RECEIVED
NOV 1 1965
STATE HIGHWAY

RECEIVED
OCT 23 1965
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Albany, Oregon
19 Oct 65

Morse Bros Inc.
Box 266
Lebanon, Oregon

Re: Willamette River-Orleans Sect.
Corvallis-Lebanon Hwy.
Contract #6506

Gentlemen,

Due to the lateness of the season, unfavorable weather conditions, condition of the roadbed and in view of your letter agreeing to complete the contract items at ~~amount~~ bid prices next year, it has been decided to suspend the work untill favorable conditions exist next spring.

The project will require winterizing to protect the work from the elements and to adequately provide for traffic. This work will have to be performed as soon as possible.

The effective date of this suspention order is 18 Oct. 65, and it will remain in effect until recinded by letter.

Sincerely,

H. M. Hoover
Res. Eng.

LEBANON SAND & GRAVEL CO. - MORSE BROS.

READY MIX CONCRETE
ASPHALT PAVING

EAST GRANT STREET • PHONE 258-3111 • P. O. BOX 266
LEBANON, OREGON

October 20, 1965

RECEIVED
OCT 2 0 1965
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

H. N. Hoover
Resident Engineer
3400 Spicer Rd.
Albany, Oregon

Re: Willamette River-Orleans
O.S.H.D. Contract #6506

Dear Sir:

We hereby agree to accept the bid prices as payment for all additional quantities of work, to be performed on this project if allowed a winter shutdown. This pertains only to Bid Items as listed in our original contract.

Very truly yours,

MORSE BROS., INC.

F. W. Morse

F. W. Morse,
Sec.-Tres.

BB:me

RECEIVED
OCT 2[illegible]
H N. HOOVER
RES. ENGR.

RECEIVED
JUL 12 1965
FOR FILING

FORM E-30X—30M—1-65 SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 8, 1965

To: Mr. D. H. Moehring
Right of Way Engineer

BUILDING

SUBJECT: Indenture of Access
R/w File 37198 - Cahill
Willamette River-Orleans Section
Corvallis-Lebanon Highway

Attached are information sheets concerning a request for indenture of access on the subject file. Also attached is copy of contract sale and road approach applications. As noted in the attached copy of letter from the Division office, the $5.00 filing fee has been forwarded to the Accounting Division.

Reasons for this request are set forth in my June 30 letter to Mr. Klaboe.

Bureau of Public Roads concurrence is not needed for this indenture, since the request concerns an access on an active construction project on the Federal-aid Secondary highway system.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:bjm
Attachments

cc: F. B. Klaboe
R. D. Asburry
J. F. Hagemann

RECEIVED
JUL 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

RECEIVED
JUL 12 1965

FORM E-80X—50M—1-65 SP*6418-734

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 8, 1965

To: Mr. D. H. Moehring
Right of Way Engineer

BUILDING

SUBJECT: **Indenture of Access**
R/W File 37023 - Chadwick
Willamette River-Orleans Section
Corvallis-Lebanon Highway

Attached are information sheets concerning a request for indenture of access on the subject file. Also attached is a check for filing fee, copy of contract sale and road approach applications.

Reasons for this request are set forth in my July 2 letter to Mr. Klaboe.

Bureau of Public Roads concurrence is not needed for this indenture, since the request concerns an access on an active construction project on the Federal-aid Secondary highway system.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:bjm
Attachments

cc: F. B. Klaboe
R. D. Asburry
J. F. Hagemann

NOTED
F. B. KLABOE

RECEIVED
JUL 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 14 1965
FOR FILING

Cond
AH
Corvallis-Lebanon Sec

May 13, 1965

Mr. Paul G. Bell
175 White Oak Drive
Corvallis, Oregon

Same letter to:
Mr. Harry Rutherford
350 Colorado Lake Road
Corvallis, Oregon

Dear Mr. Bell:

Further reference is made to the section of the Corvallis-Lebanon Highway immediately east of the Corvallis Bridge over the Willamette River.

Since your last meeting with Mr. Asburry and Mr. Barbee at the site, we have again analyzed the matter.

Our analysis included inquiry to the U. S. Corps of Engineers concerning its plans for the Willamette River. The Corps has advised us that it has a comprehensive Willamette River study under way between Lookout Point and Newberg. The interim report is due next year and will be followed by a complete report during 1969. The Army Engineers' investigation will result in a plan for widening and deepening the channel when possible and for constructing levees in other sections where channel improvement is not possible. The Corps advises us that the interim report due next year will be used as much as possible to support requests for funds to make spot improvements in critical areas, such as this area, prior to the completion of the final report in 1969.

It is our opinion that the solution to this problem is not in raising highway grades out of the flood plane, but to eliminate flooding by taking measures to contain the river within its banks.

We share the optimism of the Army Engineers that remedial action must and will be taken to prevent most of the Willamette River floods from occurring. We also share its optimistic viewpoint that much relief will be forthcoming in the foreseeable future.

In spite of some statements to the contrary, any effective modification of the grade to clear flood closures would be very costly.

Under the circumstances, the Highway Department is of the opinion that the public interest is best served by constructing the low level grade. It is not felt that we should subject the State of Oregon to damage claims and litigation which are apt to result if a fill is constructed, nor do we think it is proper use of gasoline tax money to construct a viaduct when flood relief measures seem to be imminent.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Hon. Glenn Huston
Hon. C. R. Hoyt
Hon. Gerald W. Detering

Mr. John Porter
City Manager
Corvallis

R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ralph Sipprell
R. D. Asburry

FBK:srb RLP:ms FC:fn

RECEIVED
MAY 14 1965

FORM E-BOX—6OM—7-64 SP*6230-734

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 12, 1965

To: F. D. Morgan
Construction Engineer
BUILDING

SUBJECT: Proposed Signing
Willamette River-Orleans Road Section
Corvallis-Lebanon Hwy. No. 210 (OE34)
Contract No. 6506

You will recall that it had originally been planned to include the signing for the entire length of the highway between the Willamette River and Lake Creek and the Orleans Road-Lake Creek project. However, this project has been postponed indefinitely and it is necessary that signs be installed on the Willamette River-Orleans Road section.

There are attached plans, specifications, summary and cost data for the permanent signing installation on the above-named section.

Would you please negotiate with the contractor to have this work added on an extra work basis.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

VPJ:ji
Attachments
cc: Tom Edwards

NOTED
JOM EDWARDS

RECEIVED
APR 14 1965
FOR FILING
Const
R/W
Corvallis-Lebanon Hy.

April 14, 1965

Mr. F. L. Allison
2409 Wolcott Lane
Corvallis, Oregon

Dear Mr. Allison:

The matter of raising the grade line on the Corvallis-Lebanon Highway just easterly of the bridges over the Willamette River in Corvallis has been given much consideration by the State Highway Department.

You advocated in your letter raising of the grade approximately one and one-half feet through this low area. Investigation shows that to raise the grade where no point would be lower than a foot and a half above the present low area, the grade would have to be raised for approximately 1,000 feet in length. To keep from making this a dam which would alter the normal water level both above and below the roadway, a bridge would have to be constructed. The thickness of the structure would be greater than the one and one-half foot raise in the grade, making the structure extend down into the original ground thereby completely nullifying the use of a bridge as a waterway.

The only certain way to avoid this problem and still raise the grade would be to construct a viaduct or causeway, which would have to be 1,500 feet in length and has been estimated to cost in excess of $1,000,000. This treatment would provide relief from only minimal flooding; correction of the problem on the basis of eight year or greater flood level would be approximately ten times as costly. Approaches to the causeway at frequent intervals would not be practicable, and it would be necessary to construct frontage roads to serve local roads and properties and probably make a connection at each end of the viaduct.

As explained in my letter of March 31, there appears to be no available alternative to constructing to the existing grade elevation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd F. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Klaboe
F. D. Morgan
R. D. Asburry

RDA:am: ajw

Received
APR 9 - 1965
FOR FILING

April 9, 1965

Mr. Paul G. Bell
175 White Oak Drive
Corvallis, Oregon

Dear Mr. Bell:

Reference is made to your March 13 letter, addressed to Mr. Glenn L. Jackson, Chairman of the State Highway Commission, which has been referred to this office for reply.

Issues of this kind, as they become expanded, are often fraught with rumor, and as rumors are repeated they are sometimes the cause of rather widespread misinformation. What I refer to is the cost of raising the so-called short spot on the Corvallis-Lebanon Highway to an elevation that would be above flood crest. I do not know what the contractors have in mind when they say this area can be raised for less than $200,000; probably, it would be a fill with a few culverts of modest size. This type construction would cause a backwater and certain areas could flood earlier than now and would be subjected to higher levels than at present. This would require State government to defend damage claims and possible litigation for many years to come.

The only certain way to avoid this problem and still raise the grade would be to construct a viaduct or causeway which would have to be approximately 1,500 feet in length and has been estimated to cost an additional $1 million. Approaches to the causeway at frequent intervals would not be practicable and it would be necessary to construct a frontage road to serve local roads and property and make an occasional connection, probably at each end of the viaduct.

Following is a list of road closures over the past ten years from Highway Department records:

Winter	Number of Closures	Total Days
1955-56	0	0
1956-57	2	5
1957-58	0	0
1958-59	2	3
1959-60	0	0
1960-61	3	9
1961-62	0	0
1962-63	0	0
1963-64	1	3
1964-65	2	14

Due to flood control measures, this record should continue to improve and because of this your Highway Commission did not feel it could undertake the additional expenditure when so many other areas of our State are in critical need of improvement.

Very truly yours,

Ferrest Cooper
State Highway Engineer

cc R. L. Porter
Victor D. Wolfe
R. D. Asburry

RLP:ms bg

RECEIVED
Farrel Cooper
BY SECRETARY

175 White Oak Drive
Corvallis, Ore.
Mar., 13, 1965

Mr Glenn Jackson
State Highway Commission
Salem, Ore.

Dear Sir,

I am writing you because, like many, many other people in this area, I am dissappointed, disgusted, yes and even disgruntled at the higheay department's determination to do nothing to give those of us who live just east of Corvallis some relief from the age old nuisence of having water on the road in one tiny place which causes so much trouble,confusion and expence to so many people every time the river rises to a little more than sixteen feet. In reality this refusal on your part to know what certainly should have been done many years ago is a thing that should be done even if we were opposing it instead of pulling our hearts out for it. Not even one of our county crews would build even a two lane road in a much less populated area than this and leave unfixed the sort of a situation we have at this one small place. We have begged, pled,petitioned, called on the chief engineer, talked with our represenatives and at least one senator, wrote editorials, even considered legal action and in spite of all these things the will of the tax paying public is apparently going to go unheaded and our old, old nuisence forced upon us into the future. We have been promised repeatedly in the past that when any new work was started on the road east from Corvallis our famous water hole would be taken care of. We have learned the hard way that polite promises mean little or even nothing. If we were asking for a mile or two to be raised that would not be reasonable, but when we are asking for less than one fourth of one mile that certainly is reasonable and MUCH needed. Water from the river goes over this place long before it goes over any other in this whole area even though you have probably been told much to the contrary. I have lived out here eighteen years and I know what I am talking about and stand more than anxious to personally face anyone who chooses to disagree.

Those of us out here who are the residents and taxpayers of this affected area are in no sense of the word a highly organized pressure groupe established to force our demands upon you or anyone else. We are, however, solid citizens who have been quite willing to contribute our share of taxes to help build roads in many other sections of our state without regard as to the number of the road or whether it passed through this town or some other. We are not interested in those things, but we are interested in getting to our places of employment, getting our children to school, attending our churches and the many normal community functions, receiving our mail, our newspapers & etc., & etc. Not only are all of these things greatly interrupted when the water gets a little above sixteen feet but also after it has gone down in all other places but is still over in this one. Incidentally it is over far more than just once or twice per year as some have tried totell you. Figures obtained from the Corvallis office of the highway dept. revealed water over this spot an average of some seven times each year. Even though many will drive through the water as long as the highway crews allow it is an extremely dangerous thing to do then go over the new bridge and down the steep west end of it and plan to stop at the light with brakes so wet they refuse to hold. People have personally told me of this happening to them and it very nearly did to me also.

We are told by the contractors that the million dollars the engineers contend it would take to elevate this one short spot is many times too high. We are sure the job can be done for less than two hundred thousand dollars. What a waste of our money it will be to fail to do the job right now while origional construction is in progress. Traffic between Corvallis and points east has increased greately during the past few years and it would be unrealistic to say that it will not continue to increase greately in the years to come. Why not build with that in mind now ? We know there are many hands and voices striving for the dollars it will take to do work in many other places, but we also know that the highway dept. was well aware of the need herein refered to well in advance of ever starting work here and can only conclude that pressure from some source is demanding we be short changed to the advantage of others.

Please give this situation another serious long look and forgive my poor typeing.

Most sincerely yours,

FORM E-30 BOM 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 5, 1965

SUBJECT: Complaint of Mr. Harry Rutherford and Others
Willamette River-Orleans Section

To:
MEMO TO THE FILES

I did this date contact Mr. Harry Rutherford, telephone number 753-8720, 350 Colorado Lake Road, Corvallis, Oregon, regarding a commitment made by Mr. Forrest Cooper, State Highway Engineer, that such contact would be made.

We met at about Station 50+00 of the above-mentioned section and discussed his problem and his recommendation. He represents (is unofficial spokesman for) the major part of residents of the area easterly of the Willamette River Bridge at the easterly end of Van Buren Street in Corvallis.

Their request is that the State Highway Department raise the grade of the presently being reconstructed Willamette River-Orleans Section of the Corvallis-Lebanon Highway. It is requested that the grade from Station 28+00 to Station 50+00 be raised to approximate elevation 216.0 which raise would eliminate roughly sixty per cent of the closures which occur almost yearly due to flood waters at this location.

It seems to be immaterial to these people whether a dike is constructed or whether a structure is incorporated to provide release of flood waters. I pointed out to Mr. Rutherford the following:

1. Construction of a raised roadbed would impound water southerly of this location and in all probability would lead to complaints and law suits from people living southerly of this location based on higher flood holdback than under existing conditions. People living northerly of this road would probably institute lawsuits based on faster current in overflow channels through their properties due to increased flow in existing channels.

2. Construction of a bridge sufficiently long and high enough to eliminate flooding below a gage reading of 20.7 at Corvallis would involve a structure more than 1,000 feet long and would cost more than $1,000,000.

3. Present contact calls for reconstruction of existing facility to four lanes at as near as possible the same grade as the present road.

Mr. Rutherford represents the local people who are pressuring him in this matter. He did bring up the problem of school buses which must go to and from pick-up via Albany when this section of road is closed.

I advised Mr. Rutherford that various aspects of this location were studied very thoroughly during the design stage and it was decided at that time that this section would be reconstructed to fit the existing grade line and cause no change in drainage pattern which could be used as a basis for suits against the State of Oregon.

Mr. Rutherford was very reasonable. He listened to my statements and said he would report back to his group. He did make one very disturbing statement to the effect that two local legislators had contacted Mr. Cooper and were intimating that the State Highway did intend to raise this grade at some time in the future to eliminate flooding; by inference within the next few years. Supposed to be in Corvallis paper, March 2 issue.

F. D. Morgan
Construction Engineer

FDM:fp

cc L. P. Shaw

April 5, 1965

The Honorable Gerald W. Detering
State Representative
House of Representatives
State Capitol Building
Salem, Oregon 97310

The Honorable C. R. Hoyt
State Representative
House of Representatives
State Capitol Building
Salem, Oregon 97310

Gentlemen:

I find that you have not been formally answered on your inquiry relative to the grade line of the Corvallis-Lebanon Highway now under construction just easterly of the Willamette River. This is to clarify the Highway Commission's position on the matter.

This matter has become an intense local issue and has been fraught with rumors, some of which have been expanded out of reasonable proportions. I refer to the cost of raising the so-called "short spot" to an elevation that would be above flood crest. Rumor states that this could be accomplished for less than $200,000. I have no facts on where this cost was developed but it is claimed that it is a statement made by the contractors on the project to local residents.

The only thing that could be done for this amount of expenditure would be the construction of a fill which might contain a few culverts of comparatively modest size. Such construction would cause backwater and certain areas could flood earlier than at present and would be subjected to higher levels than the present floodplain. Such construction undoubtedly would require your State government to defend damage claims and probable law suits for years to come.

The only certain way to avoid the problem and still raise the grade would be to construct a viaduct or causeway which would

have to be at least 1,500 feet in length and would cost approximately $1,000,000. This would be an additional expense as approaches to the causeway at frequent intervals would not be practicable and it would be necessary to construct a frontage road system to serve local areas and property, with occasional connections to the viaduct.

Following is a list of the road closures over the past ten years from Highway Department records:

Winter	Number of Closures	Total Days
1955-56	0	0
1956-57	2	5
1957-58	0	0
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1960-61	3	9
1961-62	0	0
1962-63	0	0
1963-64	1	3
1964-65	2	14

Due to flood control measures, this record should continue to improve (except for floods of the 1964-65 size) and it is because of this that the Highway Commission did not feel it would be in order to entail this additional expenditure.

Much speculation has been made on the frequency of the type of floods we just experienced. Predicting flood frequencies is only a guess but it appears that something in the 75-to 200-year range is all we could reasonably experience.

While there are arguments in favor of raising this entire highway above the floodplain of the Willamette River, the cost and attendant complications are beyond the potential of the Highway Commission. This is a local service road as well as a highway, and it has many public and private approaches which seriously complicate any proposal to raise it above occasional closures due to flooding.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Victor D. Wolfe
R. B. Sipprell
R. D. Asburry

RLP:ms bg

RECEIVED
MAR 26 1965

SP*6230-734

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 5, 1965

To: MEMO TO THE FILES

SUBJECT: Complaint of Mr. Harry Rutherford and Others
Willamette River-Orleans Section

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2. Construction of a bridge sufficiently long and high enough to eliminate flooding below a gage reading of 20.7 at Corvallis would involve a structure more than 1,000 feet long and would cost more than $1,000,000.

NOTED
LLOYD P. SHAW

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F. D. Morgan
Construction Engineer

FDM:fp

cc L. P. Shaw

RECEIVED
FEB 24 1965
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 19, 1965

SUBJECT:

To:

MEMO TO THE FILES

At Mr. Shaw's request, I have looked into the effect of constructing an overflow structure about 1,500 feet long within the area between Stations 25 and 62 on the Corvallis-Lebanon Highway just easterly of the Willamette River Bridge. The analysis is based on a stage of 20.7 at the Weather Bureau gauge which represents a discharge of 94,400 cfs having a natural frequency of 2 years; present regulation extends this to 5 years and ultimate regulation to 8 years.

Observations (by others) from previous floods have shown that the highway in the vicinity of Station 35 begins to flood at a gauge reading of about 16.2 (Elev. 208.2); the pavement elevation at this point is 211.5. The elevation of the water surface at this station appears to be 3 to 4 feet higher than at the bridge during flood conditions. On this basis, at a stage of 20.7 at the gauge (Elev. 212.7), the water surface elevation in the vicinity of Station 35 would be about 216 to 217 feet.

From a previous investigation concerning the February, 1961 flood, it was determined (by others) that the flow through this area represented roughly 10 per cent of the total; with this as a guide and using a total discharge of 94,400 cfs, any structure placed in this area should be able to handle up to 10,000 cfs of discharge. A structure 1,500 feet long would yield approximately 6,000 square feet of waterway area and would handle the 10,000 cfs (5-year frequency) with a nominal velocity of about 2 fps. There would be little effect on the backwater as the velocity head to induce this flow would amount to about 0.1 of a foot.

For floods of a greater magnitude, the waterway area would be materially reduced and the restricted waterway would tend to increase the water surface elevation upstream -- the effect of which would be the flooding of upstream lands at a lower river gauge reading than at present. Velocities downstream would be increased thereby adding to the erosion problem downstream.

It has been suggested that the highway be constructed as a dike with a finish grade elevation of 217 with two structures provided; one on the Willamette

LLOYD P. SHAW

River and one at Owl Creek. Such an investigation had been made by Jenkins in January, 1963 with respect to a 50-year flood (164,000 cfs) and he indicated that a dike under these conditions would create a backwater of 5.5 feet which could adversely affect the area south of the highway. With this lesser flood, it has been determined by rough calculation that backwater would be from 2 to 3 feet - this would most likely cause flooding in those areas south of the highway at a lower stage. It would appear that a dike-type roadway could create some embarrassing situations that would be hard to live down. It does not seem to be a desirable solution.

In addition, I have furnished Mr. Porter with the following estimates on a reconnaissance basis:

Station 28 to Station 147 +

Raise all low areas to finish grade elevation 217 using embankment throughout with no relief structures other than Owl Creek. Est. Cost $320,000.

Station 28 to Station 146

This is the most critical area. Placing a 1,500-foot viaduct and embankment as necessary to finish grade elevation 217. Est. Cost $1,000,000.

Surfacing is not included in either estimate because the costs shown represent the additional required to raise the grade over the contract now under way through the area.

W. H. Tebeau
Field Reconnaissance Engineer

WHT:fp

cc L. P. Shaw

RECEIVED

FORM E-20 50M 12-62 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 15, 1965

SUBJECT:

To: MEMO TO THE FILE

The following matter was discussed with Mr. Tebeau February 15.

He will work up a study on the Corvallis-Lebanon Highway in the overflow area on the Three Mile Section east of the Willamette River Bridge, using a controlled flood elevation based on all presently constructed and programmed flood control facilities being in service. He will determine what could be done on two bases; first, a low viaduct constructed at an elevation to clear eight-year floods without major restriction of the waterway area which would exist at the present time. The remainder of the grade would be at or above the elevation established for the viaduct. The second is a plan including a grade line to clear eight-year flood elevation but with partially restricted waterway and less structural length than that included in the first plan.

In connection with these two plans, an evaluation of the effect at the eight-year water stage on lands both above and below the highway should be included; also, some reasonable forecast of the effect of both plans on lands above and below the highway in the event of flood conditions similar to the 1964-65 runoff pattern.

I realize a study of this type, if pursued to its ultimate refinement, could take many months to develop. We are not interested in going this far with the study at this time. We need this information for Mr. Porter's use not later than the morning of Wednesday, February 17. This is because of pressure being brought by prominent people in the Benton County area.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter

RECEIVED
FEB 18 1965

OREGON STATE HIGHWAY DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET ..... OF ..... SHEETS

1

Corvallis Lebanon Highway

Flood Record

Years Records available	29
Years not flooded	10
Years flooded	19
Total times flooded	41
Total days flooded	144

Summary 2 days and actual flood record attached.

To M Cooper

E.V. - Add to Sig. 0.1

NOTED
FORREST COOPER

Form E-60

OREGON STATE HIGHWAY DEPARTMENT

COLUMNAR TABULATION SHEET

SHEET ..... OF ..... SHEETS

	Winter		# Closures	Total Days				
	1936 -	7	1	5				
	1937 -	8	3	6				
	1938	9	0	0				
	1939 -	40	0	0		1960-61	3	9
	1940 -	1	0	0		1961-62	0	0
	1941 -	2	3	15		1962-63	0	0
	1942 -	3	0	0		1963-64	1	3
	1943 -	4	0	0		1964-65	2	4
	1944 -	5	1	3			6	76
	1945 -	6	3	8				
	1946 -	7	2	8				
	1947 -	8	3	9				
	1948 -	9	3	11				
	1949 -	50	2	6				
	1950 -	1	8	17				
	1951 -	2	2	5				
	1952 -	3	3	12				
	1953 -	4	1	5				
	1954 -	5	0	0			35	108
	1955 -	6	0	0			6	76
	1956 -	7	2	5			41	144
	1957 -	8	0	0				
	1958 -	9	2	3	Years Record		39	
	1959 -	60	0	0	Years Flooded		19	
			35	108	Years not flooded		10	

Elsinore Quadrangle - 15 min Sec # 210

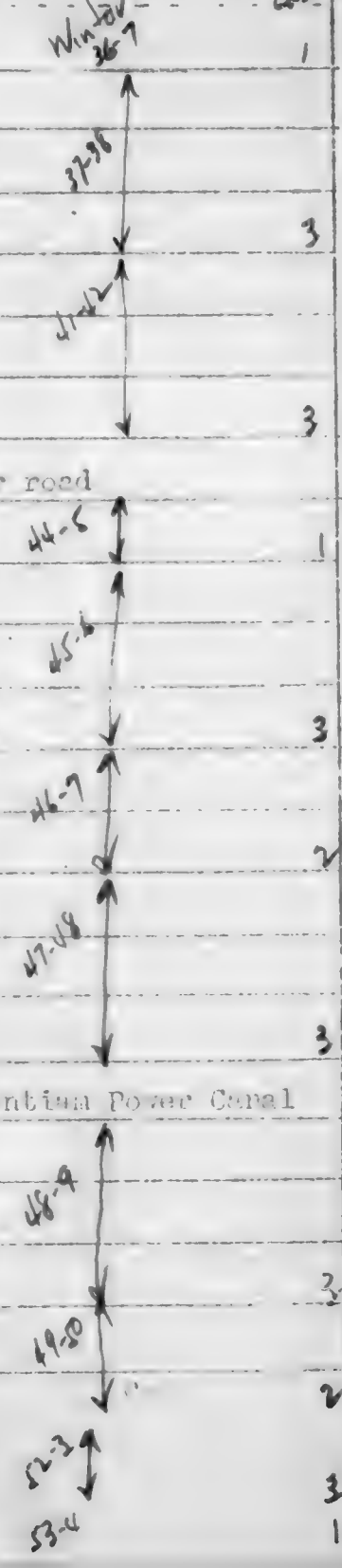
4-1-37 to 1-31-65

1-28 to 1-31-35	MD 3.45 & 2.0 at SWK-E.			✓
12-21-[illegible]	East of Van Buren Blvd	6.65	2	14
1-20 to 1-22-54	(½ mi E. of Van Buren Br)	6.6N	1	3
10-12 to 10-12-52	(Van Buren Br - from across)			
2-19 to [illegible]	(½ - ¾ mi E. of Van Buren Br	6.6	2	9
11-29 to 11-27-60	E. of Van Buren Br			
11-25 to 11-25-50	MD 9.0			
1-27-21	½ mi E of Van Buren Br	13.9	2	2
2-17 to 2-15	Spillway E. of Van Buren Br			
12-21 to 12-22-57	" "	3		
2-27 to 2-25-57	¼ mi E. of "	2	11.7	✓ 5

Corvallis-Portland Line — 31 — 210 — Page 2

	TO:			
M.P. 0.5 (Van Buren St. Br.)	M.P. 9.16 (Callapooya R.)	10-[illegible]-50	11-[illegible]-50	Flood water
M.P. 0.5 (Van Buren Br.)	M.P. 7.44 (Owl Cr.)	11-3-50	11-4-50	Flood
M.P. 0.5 (Van Buren Br.)	Peoria Jct.	11-18-50	11-20-50	Flood
M.P. 0.5 (Van Buren Br.)		12-7-50	12-9-50	Flood
M.P. 0.5 (Van Buren St. Br.)	M. 0.6	1-18-51	1-19-51	Flood
M.P. 0.5 " " " "	M. 0.6	1-24-51	1-26-51	Flood
" " " "	" " 21 hrs	2-6-51	2-7-51	Flood
" " " "	" " 22 hrs	2-8-51	2-9-51	Flood
" " " "		12-5-51	12-6-51	Flood
M.P. 0.3 ($\frac{1}{4}$ mi. east Van Buren Bridge)		3:00 pm 2/7/52	2:00 am 2/8/52	High water
Willamette River Bridge	Willamette River bridge at Corv.	12/21/55	12/22/55	
East of Van Buren Bridge		12/21/55	12/29/55	Flood water
East 1 mile of Van Buren St. Bridge		1/16/56	1/18/56	High water

Corvallis-Eastside Secondary — Highway # 210

FROM:	TO:	CLOSED TO TRAFFIC FROM:	TO:	BY:	Time Closed	Total days
M.P.0.0	M.P. 9.2	4/11/37	4/13/37	High water	1	5
M.P. 0.0	M.P. 0.95	1/24/38	1/25/38	" "		
M.P. 8.9	M.P. 9.2	3/18/38	3/21/38	" "	3	6
M.P. 8.9	M.P. 9.2	3/19/38	3/21/38	" "		
M.P. 0.3	M.P. 0.8	11/17/41	11/19/41	High water		
M.P. 0.3	M.P. 0.8	12/20/41	12/22/41	" "		
Entire length		12/22/42	1/5/43	" "	3	15
At M.P. 3.8	(2 hours)	8/5/44	8/5/44	Power pole over road		
M.P. 0.4	M.P. 0.5	2/11/45	2/16/45	High water	1	3
Entire length		11/20/45	11/20/45	" "		
M.P. 0.28	M.P. 9.16	12/29/45	1/1/46	" "		
M.P. 0.5		1/6/46	1/7/46	" "	3	8
Corvallis	Corvallis Junction	11/27/46	11/30/46	" "		
Corvallis	Albany Junction	12/11/46	12/13/46	" "	2	8
M.P. 0.5	M.P. 0.75	1/3/48	1/4/48	" "		
Entire length		1/7/48	1/10/48	" "		
Entire length		2/23/48	2/25/48	High Water	3	9
Corv. Mer. Jct. (M.P. 10.16)	M.P. 9.96)	10/9/48	11/24/48	Re-building Santiam Power Canal		
Corvallis Hatchery - MP 1	Bridge - MP 0.5	12/12/48	12/15/48	High Water		
Albany - M.P. 9.16	Van Buren St. - MP 0.13	2/18/49	2/21/49	High water		
At Mile Post 0.5		2/23/49	2/25/49	High Water	3	11
At M. P. 0.2	Van Buren Street Bridge	1/22/49	1/25/50	High Water		
At M.P. 0.2 (Van Buren Street Bridge)		2-26-50	2-27-50	High water	2	6
At M.P. 0.2 (Van Buren Street Bridge)		1/18/53	1/23/53	High Water		
M.P.0.45 to M.P. 0.39	" "	2/4-6/53	2/6-9/53	" "	3	12
" "	" "			" "	1	

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FEB 18 1965
FOR FILING

S-1121(A)
6401

Salem, Oregon
February 15, 1965

Mr. Lloyd P. Shaw
Assistant State Highway Engineer

O F F I C E

To assist in the grade line problem on the Corvallis-Lebanon Highway, I received the following information this date from City Manager John Porter:

A river gauge reading of 20 equals our elevation 211.95. It is Mr. Porter's opinion that if the grade could be raised to, say, an elevation of 212, at least two-thirds of the closures could be eliminated. From a cursory examination of the plans, it would appear that this would apply between Stations 33 and 40 and between 103 and 130.

Mr. Porter requests that when Mr. Rutherford is contacted, he be present.

Please take it from here and keep me advised.

R. L. Porter
Deputy State Highway Engineer

RLP:ms

Salem, Oregon
February 10, 1965

R. L. Porter
Deputy State Highway Engineer
O F F I CE

On this date, a delegation (list attached) lead by State Representative Gerald Detering of Linn County was in my office to discuss the matter of flooding of the Corvallis-Lebanon Highway just easterly of the Van Buren Street Bridge.

There seemed to be some disagreement among the people involved, but after considerable discussion, they seemed to feel that, if the highway were raised "between the two high water gates" or about a distance of 1500 feet to river elevation 20, this would solve the major part of the problem.

I told them that we would make a field inspection and they asked that we call Harry Rutherford at Corvallis (telephone number 753-8720) whose address is 350 Colorado Lake Road, and he would notify others so that they might point out on the ground to our people what they had in mind. I told them that the proposal they were making was very expensive and I did not know if it could be accomplished but that we would make a field inspection as to feasibility and cost.

They also had a proposal for a viaduct in one direction and a grade separation in the other. This, I told them I did not believe was acceptable and the group largely agreed that this was true.

They also suggested that the Corps of Engineers be contacted with respect to the possibility of controlling the river at some stage that would eliminate the flooding. Please have this done and see if there is any merit under the present system of dams or future proposed dams. In other words, find out if the Corps can shed any light on this proposal.

The records that the group had on the closures on this road did not coincide with ours, so please have the best information re this entire flood problem assembled for study.

Also, have some competent person from our staff analyze the hydrology of the areas to the possible effects of a 1500-foot trestle and of a possible longer trestle.

They also stated that the area from about Station 70 to about Station 137 did not flood except in very rare instances. This is somewhat hard to believe by looking at the profile. I would like what data is available on this.

I would like to have this matter studied as soon as we can reasonably do it.

Forrest Cooper
State Highway Engineer

FC:fn
cc Victor D. Wolfe
Ralph Sipprell
Enc.

CORVALLIS SCHOOL DISTRICT NO. 509J
P. O. BOX 610
CORVALLIS, OREGON

ADMINISTRATION BUILDING
1555 COUNTRY CLUB WAY

February 10, 1965

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

At its regular meeting on February 9, 1965, the Board of Directors of Corvallis School District No. 509J passed the following resolution:

> "In the educational interests of the more than ~~150~~ (200) children who must use Highway 34 to reach their schools in Corvallis, the Board of Education of Corvallis School District No. 509J recommends that the low portion of the highway east of the Willamette River bridge be raised to the point where it is not under water until the river exceeds flood stage at Corvallis (approximately twenty feet)."

It is their hope that this request receives your careful consideration.

Sincerely,

Kenneth Erickson

Kenneth Erickson
Superintendent

lb

Ward Bellamy
2-10-65

RECEIVED
FEB 9 - 1965
FOR FILING

February 9, 1965

Mr. P. M. deLaubenfels
RFD 2, Box 211
Corvallis, Oregon

Dear Mr. deLaubenfels:

Thank you for your January 20 letter relative to the proposed grade line for the highway improvement easterly of Corvallis.

This matter was given detailed study and consideration before a decision was made to construct a low-level facility. To raise the area above the flood plane would require about 10,000 feet of causeway or viaduct. This would cost at least $6 million and is beyond the ability of the Highway Department to finance. To construct anything less than a full viaduct would cause obstruction to the flood plane, which would be a potential cause of erosion, backwater, and a general change in runoff conditions. The Highway Commission must avoid such things, as they inevitably lead to claims, litigations, and disputes on a continuing basis.

As the Corps of Engineers proceeds with flood control dams on the tributaries of the Willamette, the possibility of floods should decrease; in fact, a study of the river crests over the past 25 years indicates that this is true. If all roads could be built so that no closures could ever occur, this would probably be the ideal situation, but the cost of this is completely prohibitive.

Attached is a tabulation of the road closures together with the total days that the road was out of service during the past 10 years.

We recognize that any road closure causes inconvenience; however, unless all of the local road systems were also raised above the flood plane, only the through traffic that uses this route would be served by the high level plan.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attach.

cc R. L. Porter
Victor D. Wolfe
R. D. Asburry

RLP:ms FC:fn

HIGHWAY 34

Winter	Number of Closures	Total Days
1954-55	0	0
1955-56	0	0
1956-57	2	5
1957-58	0	0
1958-59	2	3
1959-60	0	0
1960-61	3	9
1961-62	0	0
1962-63	0	0
1963-64	1	3
1964-65	2	14

1-9-65

REFERRED TO
Admin.
BY SECRETARY

Jan. 30, 1965

State Highway Commission
Salem, Oregon

Dear sir:

It seems incredible to me that the State should spend the money it is spending for improvements on highway 34 just east of Corvallis and not raise the road to the point that traffic can move at least until the river is at flood stage. That the users of this highway should be cut off with every little freshet is ridiculous. Does the Highway Department really consider us to be so umimportant and bucolic that they would expect us to continue to accept a ford? Wasn't it just great that the fire department had to risk its equipment in three feet of water and was possibly because of it unable to save that house?

It seems tome that the problem can be quite easily solved by very inexpensive low piling and precast slab bridges or causeways, and that it is not too late to make changes in the present improvements. The grade of what is now our road bed where it fords the two sloughs just east of town might even be lowered somewhat relieving the backup pressures on properties south of the highway

Respectfully

P. M. deLaubenfels

NOTED
R. L. PORTER

RECEIVED
FEB 8 - 1965
FOR FILING

S-119(1,)

February 8, 1965

Ms. Gay Cunningham
40 N. 26th Street
Corvallis, Oregon

Dear Ms. Cunningham:

Reference is made to your January 28 letter protesting this Department's decision to construct a low level facility on the Corvallis-Lebanon Highway easterly of Corvallis.

To construct a fill across this area would cause changes in currents and backwater that would be the subject of potential claims and litigation for many years to come. The only apparent solution would be a viaduct, which would have to be about 10,000 feet in length and which would require some $5 million to construct. Such an expenditure is beyond the ability of your Highway Commission to finance.

Following is a tabulation of the number of road closures and the actual days that the facility was out of service during the past ten years:

Winter	Number of Closures	Total Days
1955-56	0	0
1956-57	2	5
1957-58	0	0
1958-59	2	3
1959-60	0	0
1960-61	3	9
1961-62	0	0
1962-63	0	0
1963-64	1	3
1964-65	2	14

You will note that except for the recent storms, these closures were of comparatively short duration. While it is only an estimate by forecasters, floods such as were recently experienced are likely to reoccur only at about 75-year intervals. This,

coupled with the fact that the Willamette Basin is continually receiving flood control facilities, leads your Highway Commission to believe that the low level facility will provide the most benefit for the greatest number of people over the long span of time.

We hope you will understand your Highway Commission's thinking on this decision.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Mr. Forrest Cooper
Mr. Victor D. Wolfe

January 28, 1965

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Cooper:

I have recently become aware of your decision not to raise the grade on Highway 34 immediately east of the Van Buren Street bridge here at Corvallis. I wish to protest this. If you were to travel that road today you would understand why.

This strip of road has been a water hole many times over the last few years. It is a nuisance and inconvenience to the people that need to commute to work or to the University. I feel it is a shame that this situation cannot be corrected now while the new highway is in process.

Since Oregon State University is rapidly growing there will be even more travel over this road and all the more reason to have it travelable. I sincerely hope that you will give your most serious consideration to this problem.

Thank you.

Sincerely yours,

Gay Cunningham

Gay Cunningham
40 N. 26th St.
Corvallis, Oregon

RECEIVED
FEB 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 8 - 1965
FOR FILING

February 8, 1965

Mrs. Jean Haynes
3321 Willamette Avenue
Corvallis, Oregon

Dear Mrs. Haynes:

Reference is made to your January 28 letter protesting this Department's decision to construct a low level facility on the Corvallis-Lebanon Highway easterly of Corvallis.

To construct a fill across this area would cause changes in currents and backwater that would be the subject of potential claims and litigation for many years to come. The only apparent solution would be a viaduct, which would have to be about 10,000 feet in length and which would require some $5 million to construct. Such an expenditure is beyond the ability of your Highway Commission to finance.

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1964-65	2	14

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coupled with the fact that the Willamette Basin is continually receiving flood control facilities, leads your Highway Commission to believe that the low level facility will provide the most benefit for the greatest number of people over the long span of time.

We hope you will understand your Highway Commission's thinking on this decision.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Mr. Forrest Cooper
Mr. Victor D. Wolfe

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon

January 28, 1965

Dear Mr. Cooper:

I wish to register a strong protest to your decision not to raise the grade on Highway 34 immediately east of the Van Buren Street bridge here at Corvallis.

This water hole has been a nuisance to many people for many years and it seems to me a shame that it is not to be corrected when the new highway is being built.

There is but one bridge over the Willamette River between Harrisburg and Albany and to have it blocked by one tiny spot of water within a stone's throw of Corvallis several times during the year is more than an expensive nuisance to many people. With a growing Oregon State University, a steady increase in population in this area and a greatly expanded amount of traffic over this highway, it just does not seem reasonable to fail to correct this troublemaker NOW!

I hope you will give this problem your serious consideration.

Thank you.

Porter

Sincerely,

Jean Haynes

(Mrs.) Jean Haynes
3321 Willamette Ave.
Corvallis, Oregon

P.S. Also, it is rather maddening when you come to Corvallis on Hwy. 34, thinking you'll make it, only to find your are stranded just on the east side of the bridge, can see Corvallis, but can't get to it... then have to turn around and drive 10 or so miles to Albany so you can come to Corvallis via Hwy. 20 - quite a distance out of you way, wouldn't you say? Perhaps if you won't raise the grade, the highway crew can dash out to the freeway junction and post a sign indicating the road is closed every time it rains....

RECEIVED
FEB 5 - 1965
REFERRED TO
FOR FILING Admin
BY SECRETARY
C-119 (11)
C204

Corvallis, Oregon
February 2, 1965

To The Editor:

The action on the part of the Corvallis City Council prompts this letter. We who live on the east side of the river are vitally concerned with the present plans for constructing the new highway. We feel the highway department is missing a bet if they do not raise the elevation to alleviate the closing every time the river spills over at 17 feet.

We work in Corvallis, get our mail from Corvallis and our evening paper is delivered from Corvallis. Our school children from Colorado Lake road and Weslinn Drive are bussed to Corvallis and our homes are protected by the Corvallis fire department although our taxes are paid in Linn county. Each closure of the highway then affects us adversely along with thousands of other people who use highway 34 as a thoroughfare from Lebanon, Sweet Home and from the freeway.

Our highways, freeways, clover leafs and the artistic landscaping of the same all ~~receive~~ receive favorable comment from out of state visitors as well as most of the citizenry of Oregon. This approval is well deserved as it should be.

At this time, I am not convinced that we do not have engineers in the highway department that cannot come up with the answer for elevating the present program. Besides giving us the necessary elevation, I am sure that our highway engineers are skilled enough to cont[illegible]l the flow of water that would result from this new elevation. We still have time to make the change before good weather will permit working the road beds.

I shall eagerly await along with my neighbors and friends, the outcome of the meeting that City Manager John Porter will schedule with the highway department in the next few days.

Sincerely yours,

Benj F Schumacher

Benj. F. Schumacher
3203 Weslinn Drive
Corvallis, Oregon

Carbon Copy to:
Highway Department
Salem, Oregon

RECEIVED
FEB 2 - 1965
FOR FILING
S 114 (2)
6346

February 1, 1965

Mr. Paul G. Bell
175 White Oak Drive
Corvallis, Oregon

Dear Mr. Bell:

Thank you for your January 23 letter expressing your ideas as to the grade line of the new construction easterly of the Willamette River on the Corvallis-Lebanon Highway.

Believe me, long and serious consideration was given to this problem before contract plans were formulated and it is the opinion of this Department that the only practicable way to provide a grade line above flood stage would be by means of a viaduct at least a mile and a half in length. To do less than this would create changes in water currents which could result in erosion and backwater and plague the Highway Commission with litigation for years to come. There simply is not enough money in the Highway Fund to build a structure of this magnitude and because of this, your Highway Commission did the next best thing possible.

It is recognized that the road will flood now and then but normally the high water is of short duration and as storage facilities are constructed and improved on the Willamette River and its tributaries, the threat of floods should materially decrease.

I appreciate your taking the time to advise me of your views and hope that you will understand the Highway Commission's position in the matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Victor D. Wolfe
R. D. Asburry

NOTED
R. L PORTER

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

175 White Oak Dr.
Corvallis, Ore.
Jan. 23, 1965

Dear sir,

Permit me to take this means of registering a strong protest to your decesion not to raise the grade on highway 34 immediately east of the VanBuren bridge here at Corvallis. As you probably know this "water hole" which has been of such a nuisance for so many years to so many people will be almost an intolerable thing if it is not eliminated now while construction of the four lane improvement is in progress. Those of us who must use this road daily have lived for the day when it would be improved and the water hole done away with for good,but now we are told no such improvement will be made. To be sure it will cost more money to do the job right but certainly not nearly as much to do it now as at some future date after present construction is completed and I am convinced that people will not tolerate the present conditions very much longer.

I need not remind you that there is but one bridge over the Willamette river between Harrisburg and Albany and to have even it blocked by one tiny spot of water within a stone's throw of Corvallis from once to many times each year is more than an expensive nuisance to many, many people. With a growing Oregon State University, a steady increase in population in this area and a greately expanded amount of traffic over this highway it just does not seem reasonable to fail to correct this one tiny but big trouble maker, NOW.

Portion

I am in no sense of the word an engineer nor would I be guilty of attempting to tell you how the water should be gotten under the road but it is being done every day in many places and it doesnt seem unreasonable to ask that it be done here where it is so badly needed.

In closing may I say a word of sincere appreciation for the fine improvements which have beenmade on several highways in this area and even though they were made out of necessity nevertheless they are greately appreciated.

Hopefully yours,

Paul G Bell

Linn county lawmakers have dropped a bill into the legislative hopper which would compel the State highway department to build a second bridge over the Willamette between Albany and North Albany. Regardless of the need for such a bridge, we oppose the use of the legislature as a 90-man highway commission. If we continue to pursue this line of thinking each of the legislators will become involved with his own highway needs to the detriment of the rest of the state and vote trading on projects will become the primary occupation.

Corvallis Gazette-Times

Robert C. Ingalls, Editor & Publisher
Bruce K. Myers, News Editor — Arthur L. Lowe, General Manager

Highway 34 Needs Some Raising

State Highway Department officials have informed the Gazette-Times that Highway 34 east from the Harrison street bridge will be rebuilt at the same elevation as the present road. They contend that increasing the grade level would hold back flood water than now escapes over the road. Holding this water back, they argue, would increase flood property damage south of the road.

CH2M has never offered us a job in their engineering department so possibly we are way off base. Nevertheless, we wonder why the extremely low section of the road just east of the bridge (less than one-block long) couldn't be raised three or four feet and similar treatment be given to the low area just west of the Peoria turn-off?

Granted this would in effect create a dam, but if several very large culverts were planted underneath, perhaps enough water to counteract this blocking would run through.

These two low spots get overflow when the river reaches about 16.5 feet and usually the road is closed shortly thereafter. This means the long trip to Corvallis via Albany for a large number of people who work in the Corvallis area.

As we say, we don't know a slide rule from a yard stick, but we hope for the sake of the many people who live east of the bridge that the highway department will go over their figures again to see if something can't be worked out. Some solution would certainly be appreciated by those who get cut off every time Jupiter Pluvius dumps an unusual quantity of water on us.

☆ ☆ ☆ ☆ ☆

Raise Road Grade

To the Editor:

Permit me to register a strong protest to the State Highway department's decision not to raise the grade on Highway 34 immediately east of the Van Buren bridge here at Corvallis.

This "water hole," which has been of such a nuisance for so many years to so many people, will be almost an intolerable thing if it is not eliminated now while construction of the four-lane improvement is in progress. Those of us who must use this road daily have lived for the day when it would be improved; now we are told no such improvement will be made.

To be sure it will cost more money to do the job right, but certainly not nearly as much to do now as at some future date after present construction is completed. I am convinced that people will not tolerate the present conditions very much longer.

There is but one bridge over the Willamette river between Harrisburg and Albany and to have even it blocked by one tiny spot of water within a stone's throw of Corvallis from once to many times each year is more than an expensive nuisance to many, many people. With a growing Oregon State University, a steady increase in population in this area and a greatly expanded amount of traffic over this highway, it just does not seem reasonable to fail to correct this one tiny, but big troublemaker NOW.

I am in no sense of the word an engineer nor would I be guilty of attempting to tell anyone how water should be channeled under the road, but it is being done every day in many places. It doesn't seem unreasonable to ask that it be done here where it is so badly needed.

Fine improvements have been made on several highways in this area, and even though they were made out of necessity, nevertheless they are greatly appreciated.

Paul Bell
175 White Oak Dri[illegible]

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Fine improvements have been made on several highways in this area, and even though they were made out of necessity, nevertheless they are greatly appreciated.

Paul Bell
175 White Oak Dri[illegible]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 23, 1964

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland, Oregon 97212

Attention: Mr. J. W. DeYoung, Jr.

RE: Telephone Line Adjustment
Willamette River-Orleans Section
Corvallis-Lebanon Highway
Linn County
Project S-119(11) - Contract No. 6506
Your File R.O. 73981

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of October 16, 1964, has been approved by the State. You are hereby authorized to proceed with the work as of October 23, 1964.

Please contact Mr. H. N. Hoover, Resident Engineer, 3400 Spicer Road, Albany, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed subsequent to October 23, 1963, in the amount of $355.00, will be made in accordance with paragraph 7-e(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
LLOYD P. SHAW

PGP:fp
cc L. P. Shaw
L. H. Young (2)
C. H. Maison
R. D. Asburry
H. N. Hoover
H. C. Johnson
F. W. Sugnet

RECEIVED
OCT 12 1964
COMMISSIONERS
FOR FILING

GLEN [illegible] Medford
KENNETH N. FRIDLEY, Member
WASCO
DAVID B. SIMPSON, Member
PORTLAND
FLOYD QUERY, Secretary
Salem

FORREST COOPER
STATE HIGHWAY ENGINEER
S. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
October 9, 1964

Morse Bros. Inc.,
East Grant Street
Lebanon
Oregon

Gentlemen:

The State Highway Commission on October 9, 1964, awarded to you State Highway Contract No. 6506 for the following project:

Grading-paving-structure on the Willamette River-Orleans Section of the Corvallis-Lebanon Highway in Linn County.

This award was based on your low bid of $738,940.80 which was submitted to the Commission on October 6, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SLAC)

RECEIVED
FEB 21 1964
FOR FILING

Salem, Oregon
February 20, 1964

Corvallis-Lebanon Highway
Proposal For Low Grade Line
East of Station 70

Mr. F. D. Morgan
Construction Engineer
Building

Attention: D. J. Barbee

Mr. Cooper has expressed a desire to hold to the existing grade line from a point as near as practicable at the east end of the new bridge to the limits of construction in an easterly direction. It is his feeling that any change in the first 5,000 feet, which would alter the flow conditions of the river, would result in a greater number of law suits than benefit derived from the high grade line would justify.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

cc Forrest Cooper

cc [illegible]

F-40(10) Minam Sec., Wallowa Lake Hwy. 1964
Grad., Pav. & 1 RCDG Br.
#6513

F-40(10) Minam Sec., Wallowa Lake Hwy. 1964
Grad., Pav. & 1 RCDG Br.
#6513

I-5-6(56) N. Unit, Minnesota Freeway 1964
307 Sec., Pacific Hwy. (Roadside
#6507 Improve.)

RECEIVED
JUN 1 - 1966
FOR FILING

May 26, 1966

U.S. Fidelity & Guaranty Company
Portland Office
201 Oregon Bank Building
Portland 4, Oregon

Gentlemen:

Contract No. 6507 awarded to E. P. Baits and Sons for roadside improvement on the North Unit, Minnesota Freeway Section of the Pacific Highway in Multnomah County was completed on June 25, 1965, and accepted by the Highway Commission on May 25, 1966.

Final payment in the amount of $8,211.30 will be released to the contractor after June 3, 1966. The total contract amount is $79,425.18 including $1,472.76 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fhn
cc E. P. Baits & Sons
9817 East Burnside Street
Portland 16, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
MAY 26 1966
FOR FILING

6211

May 25, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed June 25, 1965, on Contract No. 6307. The contract was with E. F. Baltz & Son and was for roadside improvement on the North Unit, Minnesota Freeway Section of the Pacific Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 25, 1966, and that you concur in this procedure at the Commission meeting on June 2.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. E. Johnson

bg

RECEIVED
MAY 10 1966
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

May 9, 1966

Accounting Division	(X)	Traffic Division	( )
Bridge Division	( )	Division Engineer (No. 1)	(X)
Construction Division	(X)	Maintenance Division (Seeding & Mulching Sec.)	( )

Project No. I-5-6(56)307, N. Unit, Minnesota Freeway Section, Contract No. 6507, Prefix 626-1027, is currently being finaled with the Bureau of Public Roads. It is necessary that Office Engineering knows if there is work yet to be done or if there are any delayed costs that should be charged to this prefix. Notification as to the status of the project must be received by May 31, 1966 so that the project can be finaled and the prefix canceled. Your prompt reply is requested.

NOTE: The Division Office will be responsible for contacting the resident engineer currently in charge of the project area.

L. H. Young
Office Engineer

PH:bb

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: North Unit, Minnesota Freeway		WEEK ENDING: April 8,1966
		SECTION PREFIX: 626-1027
HIGHWAY: Pacific		COUNTY: Multnomah
NAME OF JOB: North Unit,Minnesota Freeway	KIND OF WORK: Roadside Improvement	
CONTRACTOR: E. P. Baltz & Son	CONTRACT NUMBER: 6507	FEDERAL AID PROJECT NUMBER: I-5-6(56)307
DATE OF CONTRACT: October 9,1964	DATE WORK STARTED: November 5,1964	ESTIMATED COMPLETION DATE: June 25,1965
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 265	CALENDAR DAYS USED 265
	SPECIFIED COMPLETION DATE: June 30,1965	PERCENT OF TIME ELAPSED: 100%
PROJECT AUTHORIZATION: $ 92,043.06		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 85,497.78	ENGINEERING AUTHORIZATION: $ 6,545.28	
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $ 79,038.83	ENGINEERING COST TO DATE: $ 7,656.11	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT ~~XXXXXX~~ UNDERRUN: 7.6 %	PERCENT OF AUTHORIZATION: 117 %	DATE PROJECT WAS COMPLETED: June 25,1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

Planting ~~XXXXX~~	Pipe ~~XXXXX~~	Valves ~~XXXXX~~	BASE	OIL AND/OR PAVE.	MAT'L PROD
100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY: 0					
HOURS PER SHIFT: 0					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	-	-	-	
MONDAY	Fair	0	0	
TUESDAY	Fair	0	0	
WEDNESDAY	Fair	0	0	
THURSDAY	Fair	0	0	
FRIDAY	Cloudy	0	0	
SATURDAY	-	-	-	

Routing

Warren
Bond
Barbee
Walker
Swen
Dewar
Wood
Scott
Wilson
Lindfield
Olson

RECEIVED
APR 11 1966
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	-
MONDAY	No Work
TUESDAY	No Work
WEDNESDAY	No Work
March 31 THURSDAY	~~No Work~~ Contractor repaired lawn damage.
FRIDAY	No Work
SATURDAY	-

REMARKS

Contractor damaged lawn at the pump house and made repairs Thursday, March 31.

Mr. H.A. Schell and Mr. Johnson of the Bureau of Public Roads made final inspection of this project and it was found to be satisfactory.

This is the final weekly report on this project.

Semi final estimate is being held up in this office until contractor's payrolls are received.

Routing: Constr. Eng'r (2).
BPR
Div. Eng'r
Landscape
Shuler

SIGNED James Don LOCATION
James Don, Res. Eng'r Portland, Ore.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
APR 18 1966

STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 6, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that all work including establishment period, was completed on April 4, 1966, on Contract No. 6507, North Unit, Minnesota Freeway Section, in Multnomah County, in connection with Federal-Aid Project No. I-5-6(56)307.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 4-15-66

Conditions noted on above date:

By: [signature]
G. R. Brooks, District Engr.

For: A. W. Parsons
Division Engineer

NOTED
F. B. KLABOE

Refd to Young 4-18-66

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 20, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(54)308, I-5-6(56)307
Infected Shore Pines

REFERRED TO
By Asst. State Hwy. Engr.
1-24-66

A review of your letters dated September 22, 1965, signed by L. H. Young, and January 18, 1966 signed by Mark H. Astrup, and the specifications outline in considerable detail the problem of payment for the potentially infected Shore Pine furnished by the Briggs Nursery located in Thurston County, in the State of Washington.

Contrary to your letter of September 22, your extensive investigation indicated that no inspection certificates were apparently received on the nursery stock furnished by the Briggs Nursery. This is not in complete compliance with Oregon law; however, since your State Department of Agriculture has made an extensive inspection of the pine trees on the above two projects, it appears that the inspection procedure is adequate.

We have on file a letter from the United States Department of Agriculture, dated June 18, 1965 and signed by J. Herbert Stone, Regional Forester, which indicates a cooperative program between the U.S. Forest Service and the states of Oregon and Washington which is attempting to keep the European Pine Shoot Moth from the pine forests of the west. We find from the report of Dr. Donald F. Flora that the impact of such infestation would be extremely damaging to the western supply of pine, and it appears that extra precautionary measures were necessary as outlined in Mr. Stone's memorandum. (He urged that the entire shipment be destroyed as requested by the Oregon State Highway Department of Forestry).

It appears that even though the apparent lack of inspection certificate from the State of Washington was not available the remedial inspection by the forestry people of the State Department of Agriculture sufficed in finding those plants that were not in strict compliance with the specifications. We feel, as you do, that the some 80 remaining plants were acceptable under the contract and feel, therefore, that the contractor in

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

disposing of the 3 infested plants had met his contractual obligations. We therefore concur with you in rejecting the 3 infested Shore Pine and accepting the remaining Shore Pine that were destroyed in order to protect the pine forest of the West, and feel that participation should be extended in the amount outlined in your Price Agreement #5 under Project I-5-6(54)308 and Price Agreement #3 under I-5-6(56)307.

We commend you on your vigilance and expeditious handling of this very critical infestation problem.

RECEIVED
JAN 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-6(56)307

1

FORM E-20 50M 2-62 SP*6470-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

.....Portland,...Oregon...97213.....
.....June...17,...1965.....

To: Mr. A. E. Johnson
Metropolitan Engineer
O F F I C E

SUBJECT: Union-Swift Interchange and
North Unit Minnesota Freeway
Roadside Improvement
Pacific
Contract Nos. 6473 and 6507

I am enclosing a copy of a letter from Mr. Baltz & Son Co. requesting an answer on payment for the 81 trees that were removed from the above stated projects. Removal was to prevent the spread of European Pine Shoot Moth.

These trees were requested removed and destroyed by Mr. A. T. Larsen, Pest Control Supervisor, of the Oregon State Forestry Department, and approved by the State Highway Dept. Mr. Baltz was requested to remove and destroy 81 marked trees and refused. The trees were removed and destroyed by State Forces on June 11, 1965.

Mr. Baltz's letter is self explanatory, and I am sending it to you for further instructions.

James Don
Resident Engineer

JD:ds

Enclosure

ALpine 4-6593

E. P. BALTZ & SON

9817 E. Burnside Street

PORTLAND 16, OREGON

June 15, 1965

RESIDENT ENGINEER
RECEIVED
JUN 16 1965
Noted ☒ ☐ ☐ ☐

Oregon State Highway Dept.
Attn: James Don, Res. Engr.
5821 N. E. Glisan St.
Portland, Oregon 97213

Re: Shore Pine Trees on Contracts
No. 6473 & No. 6507

Dear Sir:

Approximately two weeks ago I was informed that Forestry Dept. and the Dept. of Agriculture had found three (3) Shore pine trees on the above memtioned contracts that were infected with Pine Shoot Moth.

At that time I was informed that these trees must be destroyed, to which I consented.

On June 8th the Highway Dept. placed tags on 81 additional trees throughout both projects. This was to designate the remaining trees that came from Washington. I was informed that these 81 tagged trees were also marked to be destroyed. I strongly objected to this because it was not proven that the trees were infected.

On June 11th, I received a telephone call from the Resident Engineer who informed me that he was giving me orders to remove and destroy the 81 tagged Shore pine trees. I objected to this order because no one informed me who was going to pay for the trees. I was then informed that since I refused to remove and destroy the 81 Shore pine trees the Highway Dept. would do this with state forces. These 81 Shore pine trees were removed and destroyed by State forces on June 11th, 1965.

As of this date I have received no information on who is going to stand the cost involved in this situation.

I feel that the State had no right in destroying my trees unless substantial proof was given that the trees were contaminated.

Since the Highway Dept. took if upon themselves to remove and destroy these trees without giving consideration to me, I feel that the State is responsible for all costs involved.

I demand an answer to this situation immediately, since no one in the Highway Dept. has been considerate enough to consul.me as to who is going to bear the cost.

Sincerely,

BALTZ & SON CO.

Thomas F. Baltz
President

TFB:mb
CC. Bureau of Public Roads (Salem)

FORM 56123X 50M 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5 (Ore.)

681

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 15, 1965

Mr. W. M. Mosecan
Assistant Chief
Plant Division
Oregon State Department of Agriculture
Salem, Oregon 97310

Dear Mr. Mosecan:

In response to your letter of June 8, this will confirm that 83 Coast Pines shipped from the Briggs Nursery Company, Olympia, Washington and planted at our Union Avenue-Swift Interchange and North Unit, Minnesota Freeway Roadside Improvement projects were removed and destroyed on June 11.

Further, the contractor has been ordered to follow the spray program specified in your letter on all pines remaining on the project.

We appreciate your advice and assistance and trust that no additional infestations of the European Pine Shoot Moth will be found.

Very truly yours,

F. D. Morgan
Construction Engineer

By Mark H. Astrup

Mark H. Astrup
Landscape Engineer

cc: F. B. Klaboe ✓
F. D. Morgan
A. E. Johnson

FORM E-1143

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
HASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan Street
Portland, Oregon 97213
June 11, 1965

FOREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LIKOAS
CHIEF COUNSEL

E. P. [illegible] & Son [illegible]
5827 E. Burnside
Portland, Oregon

RE: Roadside Improvement
Contract: 6473 and 6507

Gentlemen:

This is to confirm the telephone conversation of this morning in which I requested that you remove 31 marked pine trees from the above stated projects. These trees are from a nursery in Washington and identified by the type of soil in the ball.

The removal of these trees was ordered from the Salem office by phone and is an attempt to control the spread of European Pine Shoot Moth. Request was made to remove and destroy today.

You refused to remove these trees because it had not been established who would be responsible for payment of them. Upon your refusal, I was instructed to have them removed by State forces, and am now in the process of doing this.

It is further requested that you spray the remaining pine trees on the above projects as follows:

Apply four (4) applications of spray at two-week intervals starting immediately using either Sevin or Diazinon.

Sevin—50% wettable powder, 2 pounds per 100 gallons of water, or four (4) teaspoons per gallon.

Diazinon—25% Emulsifiable Concentrate, 2 quarts per 100 gallons, or four (4) teaspoons per gallon.

Apply spray to crown until it drips from foliage.

Very truly yours,

James Don
Resident Engineer

RECEIVED
JUN 15 1965
PRESCOTT
[illegible] Company

JD:ch
cc A. E. Johnson
Mark Acstrup
E. E. Johnston
Don Shuler

Class of Service
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

SF-1201 (4-60)

SYMBOLS
DL=Day Letter
NL=Night Letter
LT=International Letter Telegram

9
1247

The time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

1209P PDT JUN 11 65 LLA073 SSA351 3

PR LLH016 PD PORTLAND ORG 11 1147A PDT

OREGON STATE HIGHWAY DEPARTMENT, ATTN JAMES DONS 1965 JUN 11 P 12 12

RESIDENT ENGINEER 5821 NORTHEAST GLISAN ST DLR DONT PHONE

PORTLAND ORG

REFERENCE PINE TREES ON CONTRACT NUMBER 6473 AND CONTRACT 65073.

PLEASE BE INFORMED THAT THE CONTAMINATED TREES (3 ONLY) HAVE BEEN DESTROYED.

IF THE HIGHWAY DEPARTMENT DESTROYS ANY OF THE REMAINING TREES ON EITHER OF THE ABOVE CONTRACTS THE HIGHWAY DEPARTMENT MUST ASSUME ALL RESPONSIBITY

BALTZ AND SONS CO TOM BALTZ
RESIDENT ENGINEER

6473 65073
(52).

RECEIVED
JUN 11 1965

S	No. 2-35-311		To	
C	By	At	To be	
E				

Noted ☒ RE ☐ ☐ ☐

Salem, Oregon
June 10, 1965

Mr. F. D. Morgan
Construction Engineer

North Unit-Minnesota Freeway
Section, Union Avenue-Denver
Avenue Section, Roadside
Improvement Projects, I-5

Attention: Mark H. Astrup

Your letter of June 8 advised me that there were 80 Shore Pine trees on these projects that have been exposed to European Pine Shoot Moth infection. We have been requested to dispose of these trees by the Oregon State Forestry Department, Mr. A. T. Larsen, Pest Control Supervisor.

I am aware of the seriousness of this problem and hereby instruct you to effect the removal and destruction of these trees immediately.

I realize also that someone must pay for the loss and for the work involved in the destruction of the trees; however, I do not entirely agree with your analysis that this is the obligation of the State. We contract for healthy trees. Since three of the trees are proven to be infected, it appears to me that the logical assumption is that the rest are also. However, I will leave the settlement of this claim up to you with the understanding that there is no delay in the removal of the trees due to a difference of opinion as to who pays the bill.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb:ajw

cc R. L. Porter
G. E. Rohde
A. E. Johnson

FORM E-30 BOM 3-63 48007

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 8, 1965

SUBJECT:

To: Mr. F. B. Klaboe
Asst. State Highway Engineer
BUILDING

There is attached for your information a copy of a letter received by Metropolitan Division from the State Forester recommending the destruction of all pines planted on the North Unit, Minnesota Freeway and the Union Avenue-Denver Section, Roadside Improvement Projects, Portland, Oregon.

This question has been discussed with Mr. Rohde, and he in turn discussed the question of authority to destroy plants with attorneys for the Department of Agriculture and the Forestry Department. Apparently our location is a gray area where neither the Department of Agriculture nor the Forestry Department has authority to order us to destroy the pines. The Department of Agriculture has such authority in nurseries and the Forestry Department has such authority in forested areas. Our Roadside Improvement project is neither.

Mr. William Kosesan of the Department of Agriculture has informed me that they have ascertained that 34 Shore Pines on the Union Avenue project and 49 Shore Pine on the North Unit, Minnesota Freeway were obtained from the Briggs Nursery Co. in Olympia, Washington. If these plants can be identified, they would be satisfied if only these pines obtained from Briggs Nursery were destroyed. Mr. Larsen, Pest Control Supervisor for the State Forester, called this afternoon and has advised that this solution would be satisfactory to them and that their letter was written before source identification of the infected pines was known. The pines from Briggs Nursery Co. can be identified by the soil on the balls. The three infected plants have been removed by the contractor.

Therefore it is recommended, as a measure to forestall the spread of the European Pine Shoot Moth, that the 80 trees be removed, burned or returned to the nursery of origin by our contractor, E. P. Baltz & Son. It is assumed that the contractor will make a

claim for the extra cost involved in the tree removal and that the State will be responsible for this claim. The responsibility for the cost of the pines and their replacement next fall has yet to be determined.

According to Mr. Kosesan, it is important that the pines from the infected source be removed immediately. Expeditious action on the above recommendation is requested.

F. D. Morgan
Construction Engineer

By Mark H. Astrup
Mark H. Astrup
Landscape Engineer

cc: F. D. Morgan
A. E. Johnson
G. E. Rohde

RECEIVED
JUN 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

STATE OF OREGON
OFFICE OF STATE FORESTER
SALEM 10

ADDRESS REPLY TO
"STATE FORESTER"

June 2, 1965

Mr. A.E. Johnson
Division Engineer
Oregon State Highway Department
9200 S.E. McLaughlin Blvd.
Portland, Oregon

Dear Mr. Johnson:

The Oregon State Forestry Department in cooperation with the State Agricultural Department and the U.S. Forest Service has had considerable success during the last four years in eradicating the invasion of an insect called the European Pine Shoot Moth in Oregon. Complete eradication is the objective, since it poses a most serious threat to our native pines if it were to become established.

To date, the recorded movement of this insect has been through pine landscape stock.

During the current survey, three (3) infested pines were found in two contract planting areas on the Minnesota Freeway. Investigation has indicated that the 200 plus pine trees used in these contract areas came from the same source. Because of the difficulty in locating infested stock, these trees are considered to be contaminated.

It must be noted that at the time the contractor obtained this stock, it was from a non-quarantined area in the State of Washington and it was only recently that the source area was found to contain infestation.

Since, to date, our only practical means of eradicating this insect is by destruction of the suspected pine trees, we recommend that all pines in these two areas be destroyed.

We would appreciate your earliest consideration in this matter.

Very truly yours,

D. L. PHIPPS, State Forester

By A.T. Larsen
A.T. Larsen
Pest Control Supervisor

ATL:ed

METROPOLITAN ENGINEER
RECEIVED
JUN 4 1965
Noted ☐ ☐ ☐ ☐ ☐
ME AME AME MOE

RECEIVED
JUN 16 1965
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
PACIFIC NORTHWEST REGION
PORT OFFICE BOX 3623
PORTLAND, OREGON 97208

IN REPLY REFER TO
5250

June 8, 1965

I 5-6(56)307

Mr. B. M. French, Regional Engineer
Bureau of Public Roads
Room 412, Mohawk Building
222 S. W. Morrison
Portland, Oregon 97204

Dear Mr. French:

The Forest Service has since 1960, in cooperation with the States of Oregon and Washington, been attempting to keep the European pine shoot moth from the pine forests of the West.

The potential damage threatened by this insect is enormous. A copy of Dr. Donald F. Flora's analysis of the impact is enclosed for your information.

The States and the Forest Service have jointly spent about $300,000 to date in this effort.

A major research effort is underway to find means of eradicating this insect from Western America.

Until the finding of infested trees in shipments of pine from a nursery near Olympia, Washington, no infestations were known outside the Puget Sound containment zone. All the trees in two infested shipments used for landscaping in the State of Washington have been destroyed.

The finding of infested pines in the landscaping on Interstate Highway 5 in Portland jeopardizes the entire program.

We urge that the entire shipment be destroyed as requested by the Oregon State Department of Forestry.

Sincerely yours,

J. HERBERT STONE
Regional Forester

By Walter H. Lund

Enclosure

Agreed to action
6-15-65

U. S. FOREST SERVICE

Pacific Northwest Research Note

FOREST AND RANGE EXPERIMENT STATION · U.S. DEPARTMENT OF AGRICULTURE · PORTLAND, OREGON

PNW-22 May 1965

ECONOMIC EVALUATION of Potential European Pine Shoot Moth Damage in the Ponderosa Pine Region

BY DONALD F. FLORA

SUMMARY

An examination is made of the regional economic impact that might occur if the European pine shoot moth were to move from its present area of containment in western Washington and British Columbia into the ponderosa pine region of the United States. Analysis is limited to the ponderosa pine type.

Various assumptions are made as to rate of spread of the insect and its survival in destructive numbers at low winter temperatures. Effects on timber harvest and timber-related employment are considered for both the invasion period and the long run, where the long run is a period far enough in the future that access development has been completed and all stands have passed through a period of susceptibility agewise. Results are summarized in table 1.

Over the long run, after long-term development programs have been accomplished, it is estimated that from 4 to nearly 23 million acres of the ponderosa pine type could be affected seriously by the European pine shoot moth. This wide range of possible effects is due to the variation between assumptions as to the temperature and frequency required to kill or inhibit the moth. The corresponding longrun impacts of this infestation include the possible loss of from 651 million to 4,375 million board feet of allowable timber cut per year and the loss of from 11,000, to nearly 74,000 jobs per year.

Table 1.--Summary of effects of potential European pine shoot moth invasion in the ponderosa pine region

Item	Infested area remaining, low and medium sites[1]	Average curtailment of allowable cut per year[2]	Number of jobs lost[2]	Annual payroll loss[2]	Annual stumpage receipts foregone[2]
	Thousand acres	Million board feet		Million dollars	Million dollars
20-year invasion period:					
–20° F.[3]	3,410	400	6,800	25.6	9.1
–15° F.[4]	760	100	1,800	6.6	2.5
50-year invasion period:					
–20° F.[3]	5,900	700	11,700	44.4	15.8
–15° F.[4]	1,450	200	3,600	13.4	5.0
Long run:					
–20° F.[3]	22,670	4,375	73,900	279.9	38.7
–15° F.[4]	3,921	651	11,000	41.6	7.3

[1] For invasion periods, reference is to the end of the period.

[2] Effects are assumed constant during the periods indicated. This follows from an assumption that ultimate growth impact is reflected throughout the period by reduction of the allowable cut.

[3] Assumes a temperature of –20° F., occurring five times every 20 years, will limit or kill the moth.

[4] An alternative assumption that –15° F., occurring four times every 20 years, will limit or kill the moth.

INTRODUCTION

This report is an estimate of the regional economic impact that might occur if the European pine shoot moth were to move from its present area of containment in western Washington and British Columbia into the ponderosa pine region of the United States.

Since its introduction in 1914, the European pine shoot moth has been a serious attacker of two- and three-needle pines in the Eastern and Central States. It has been especially destructive in forest plantations, as it inhibits growth by boring into and killing buds and developing shoots.

For several years, the insect has been found on nursery stock and on ornamental plantings in the Northwest, notably in Seattle but also at scattered points around Puget Sound and in the Willamette Valley. Efforts to prevent spread of the insect have included uniform plant quarantines among the Western States, designation of a containment area in the State of Washington, and eradication of infested trees found outside the containment area. Owners of infested plants have understood the problem and have worked closely with the Federal and State control personnel. More than $250,000 has been spent on surveys, eradication, and research in the Northwest. Nonetheless, the insect has invaded lodgepole pine stands near Shelton, Wash., and has been found on a native ponderosa pine near Summerland, British Columbia. An infestation on ornamentals in Spokane, Wash., in the pine region, appears to have been eradicated.

Concern with the possibility of ultimate escape of the shoot moth into ponderosa pine stands in eastern Washington or Oregon, and thence throughout the West, led the Northwest Forest Pest Action Council in 1964 to undertake an assessment of the outcome of such an escape. This report is one product of that inquiry. Because western pine forests have not been exposed to damage by this insect, assumptions must be made about shoot moth behavior in the pine region and its biologic effect on host trees. The biologic underpinnings of this report are based on experience with this insect in plantations in Eastern and Central United States and Canada and expert opinion provided by researchers in these regions.

The dollar and employment impact figures given here are oriented to local affected communities. Largely ignored are secondary and substitution effects that may make the shoot moth problem appear quite different when viewed in a national or broad social context.

Table 2.-- Estimated acres of ponderosa pine forest type susceptible to European pine shoot moth invasion, by temperature zone, region, and site class

Limiting temperature and region	Temperature limits moth [1]			Temperature not limiting		
	High site	Medium site	Low site	High site	Medium site	Low site
	Thousands of acres					
If –20° F. occurs five times in 20 years:						
Pacific Northwest *(2)*	--	--	--	891	7,851	3,300
California *(14)*	--	--	--	617	1,884	1,037
Rocky Mountain States [2]	56	3,268	4,838	17	2,024	6,577
Total	56	3,268	4,838	1,525	11,759	10,914
If –15° F. occurs four times in 20 years:						
Pacific Northwest	891	7,851	3,300	--	--	--
California	--	--	--	617	1,884	1,037
Rocky Mountain States	73	5,292	11,415	--	--	--
Total	964	13,143	14,715	617	1,884	1,037

[1] Based on Kincer *(9)*, figures 7, 8, and 9.

[2] Sources: *(1, 3, 4, 7, 8, 14, 15, 16.)*.

Table 3.-- Estimated acreage of ponderosa pine type of an age to be susceptible to European pine shoot moth invasion and expected annual increase in acreage susceptible[1]
(In acres)

Low and medium sites, ponderosa pine type	Pacific Northwest	California	Rocky Mountain States	Total
Now less than 40 years old:				
Outside –20° zone	440,000	300,000	1,010,000	1,750,000
Outside –15° zone	0	300,000	0	300,000
Increase, acres per year:				
Outside –20° zone	35,000	23,000	25,000	83,000
Outside –15° zone	0	23,000	0	23,000

[1] The acreage of restockable burns is not included.

However, there is evidence that pine stands cease to be susceptible to shoot moth attack after attaining an age of about 40 years. Thus, not until the long run are the total acreages cited in the foregoing tables being damaged. Until then, some stands will be within infested areas but protected by their ages. The initial acreage that is susceptible, by being both young and infested, and the expected rate of increase in affected acreage through harvesting, are indicated by regions in table 3.

VOLUME IMPACT

Distinction will be made between shoot moth impact during the invasion period and during the long run. Analysis of the invasion period is based on stand structure and access as it is expected to develop during the next 20 to 50 years. Longrun estimates are founded on a more or less regulated, even-aged forest with negligible problems of access. The longrun assumptions are consistent with present public forest management objectives.

Most of the shoot moth impact is expected to fall on public lands, where the current allowable cut is based on long-term growth expectations. Thus, it is reasonable to assume that, following escape of the moth to the pine region, allowable cut would be adjusted throughout the West, even though the insect had not yet arrived in some areas. The method used here of revising the allowable cut is a generalization of that employed in Region 6, U.S. Forest Service, in which the allowable cut is based on the average of current and prospective growth.

Although the allowable cut is normally computed separately for each working circle, a single calculation is made here for the entire affected area. Because allowable cut during the invasion period is the average of two numbers, only one of which is affected by the insect, an ultimate reduction of growth by 100 percent leads to a reduction in allowable cut of 50 percent during the invasion period. In the long run, of course, allowable cut drops to zero in the affected areas if no merchantable growth is expected.

Growth estimated for uninfested medium sites is 425 and 187 board feet per acre per year for managed and unmanaged stands, respectively. It is assumed that half of medium sites would be placed under intensive management in the long run; the average growth rate on medium sites is then 306 board feet per acre per year.

It was assumed that no low sites would receive intensive silvicultural treatment. A growth rate of 71 board feet per acre per year was assigned to low sites. Table 4 summarizes, by site and length of invasion period, acreage occupied and annual growth not realized at the end of the invasion period. Also shown is the reduction of allowable cut during the invasion period.

Estimates of shoot moth impact in the long run are based on assumptions that infested stands would otherwise be managed for timber production and that all low and medium sites have been susceptible at some time; i.e., their age has been less than 40 years at some time after arrival of the shoot moth. Impact on timber production in the long run on low and medium sites is shown in table 5.

Table 4.--Estimated total area infested, annual growth not realized, and annual curtailment on allowable cut in event of European pine shoot moth attack on ponderosa pine, by length of invasion period and temperature criterion

Minimum temperature criterion	Invasion period	Area infested at end of period			Annual growth reduction, end of period			Annual reduction of allowable cut during invasion period
		Low site	Medium site	Total	Low site	Medium site	Total	
	Years	M acres	M acres	M acres	MM bd.ft.	MM bd.ft.	MM bd.ft.	MM bd.ft.
-20° F.	20	1,030	2,380	3,410	73	728	801	400
	50	1,780	4,120	5,900	126	1,261	1,387	694
-15° F.	20	100	660	760	7	202	209	104
	50	100	1,350	1,450	7	413	420	210

Table 5.--Estimated total annual increment not realized in long run in event of European pine-shoot moth attack on ponderosa pine, by site class and temperature zone

Sites	Annual increment lost, long run	
	Outside -20° F. zone	Outside -15° F. zone
	Million board feet	
Low	775	74
Medium	3,600	577
Total	4,375	651

High sites, assumed to be unaffected by the shoot moth, are also assumed to be managed intensively in the long run. A mean annual increment of about 670 board feet per acre per year has been estimated for high sites. It follows that, for the long run, total mean annual growth in the ponderosa pine region is estimated to be about 6.8 billion board feet if infestation does not occur. This is almost 80 percent more than United States production of ponderosa pine in 1962. This figure is consistent with the 40-year, medium-level demand projections for lumber and plywood developed in the Timber Resource Review, which suggests more than a doubling of demand for these products.

The likelihood of replacing ponderosa pine with other species has not been discussed. This is a distinct possibility in areas where species associated with ponderosa pine are not themselves susceptible to shoot moth attack. Although failure to analyze species replacement opportunities gives the apparent impact an upward bias, this tends to be offset by omission of impact figures for lodgepole pine.

There is apparently no reasonable means of controlling widespread European pine shoot moth infestations. Therefore, it is important to assess the feasibility of correcting the damage done to the tree by the moth, thereby reducing the impact. One means of doing this is by pruning to remove insect-caused forks.

Talerico and Heikkenen *(11)* explored this method and found that an average of 11 percent of the trees had acquired noncorrectible forks in the preceding 4 years of infestation in red pine plantations attacked by the pine shoot moth. On the normal and correctible trees, an average of 1.4 forks were formed per tree in the 4 years and at the rate of 3.5 forks per tree per decade. If forking were to occur at this rate on the ponderosa pine, it would produce a degree of crooking that would be unacceptable to the log markets. It follows that, on medium sites, the saw log resource would be lost in the event of shoot moth attack unless pruning to correct forking of crop trees were undertaken.

To assess the relative economic merits of pruning versus forsaking saw log production on middle sites, it was necessary to employ a compound interest formula which would compare costs and returns at a common point in time. Both costs and returns were compounded at a 4 percent interest rate to the end of the pine rotation. It was assumed that no other management costs would be affected by a pruning decision.

Experience with pruning dwarfmistletoe infections from ponderosa pine suggests that forking could be corrected on medium sites at a cost of 2 cents per fork.[2] It was assumed that pruning would be done at 10-year intervals beginning at age 10. It appears that pruning would not be necessary beyond age 40. The compounded value of pruning cost per tree is:

3.5 forks per decade X 2 cents per fork = 7 cents per decade
Compounded to age 110 at 4 percent:

Pruning at age 10 =	$3.54
Pruning at age 20 =	2.39
Pruning at age 30 =	1.61
Pruning at age 40 =	1.09
Total	$8.63 per tree

[2] Costs for pruning dwarfmistletoe infections from ponderosa pine have been studied recently as part of a broad study of dwarfmistletoe control. These results are found in a report in preparation for publication by D.F. Flora, " Economic Guidelines for Ponderosa Pine Dwarfmistletoe Control. "

If it is assumed that a crop tree has 300 board feet when harvested at age 110, that mortality of crop trees is negligible during the rotation, and that a crop tree is worth $15 per thousand board feet as stumpage, then its value when harvested is $4.50. This compares with the cost of $8.63 per tree for pruning, thus implying that pruning is generally not economic for reducing the impact of widespread European pine shoot moth infestation.

EMPLOYMENT IMPACT

The employment impact of the shoot moth will not be abrupt like a sudden natural catastrophe such as a hurricane. Rather, society should have time to ameliorate its losses by shifting and retraining the labor supply. Estimated here, however, is the employment reduction attributable to shoot moth infestation, without an offsetting estimate of reemployment.

Hair (*5*) uses a productivity estimate for logging in the West of 59.1 cubic feet per year, moved from the stump to local points of delivery, per man employed in timber harvesting. By use of employment and output figures from the same source, a productivity of 41.3 cubic feet of logs per year per man employed in sawmills in the West was obtained. An arbitrary board-foot/cubic-foot ratio of 5.5 was applied to the estimated shoot moth growth impact.

The ratio of "service" to "basic" employment in counties of Washington and Oregon known to be primarily dependent upon sawmilling was studied. Census data (*12*, table 85) was used. Such ratios, though commonly cited, are sensitive to arbitrary distinctions between basic and nonbasic industries. Basic industries were defined to include manufacturing, logging, agriculture, mining, forestry, and fishing. Nonbasic or service industries include retail and wholesale trade, transportation, utilities, finance, and government. A basic-service ratio of 1:1.26 was derived. This ratio understates the amount of nonlocal wholesaling, transportation, and equipment manufacture and servicing that would be affected by decline of a portion of the forest industry, but an adequate quantitative measure would be difficult to obtain.

An estimate of employment that potentially might be displaced from the ponderosa pine region by shoot moth invasion is given in table 6. It should be noted that the long-run employment figures shown in table 6 represent the difference between anticipated employment under an 80-percent increase in forest output in the West and expected employment under shoot moth infestation. Hence, nearly half of the employment impact in the long run applies to industry expansion foregone rather than present industry displaced.

CONCLUSIONS

The potential impact of infestation of the ponderosa pine forests of Western North America by the European pine shoot moth is imposingly large even by the most conservative measures. Such impacts add up to a cumulative disaster over time.

We can also conclude that sensitivity of the European pine shoot moth to low temperatures is a very important determinant of economic impact.

However, the question persists: How much can we justifiably spend to control this insect? At the present time we cannot answer this question. More research is needed on the biology of the shoot moth. More research is needed to determine effective and feasible control measures for widespread infestations. When it becomes possible to predict the effectiveness of alternative control measures (both natural and man induced) at alternative levels of cost, it will be possible to judge whether control would be worthwhile economically in view of the economic values saved through control.

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RECEIVED
JUN 11 1965
FOR FILING

6507

STATE OF OREGON
DEPARTMENT OF AGRICULTURE
SALEM 97310

June 8, 1965

Mr. Mark Astrup
Landscape Engineer
Construction Engineering Division
Oregon State Highway Department
Highway Building
Salem, Oregon

Dear Mr. Astrup:

This letter confirms our telephone conversation of June 7 concerning removal of pine trees on the Minnesota Freeway suspected of harboring an infestation of European Pine Shoot Moth.

It has been brought to our attention by Mr. James Doty of Doty and Doerner Nursery, who supplied pines for the Union Avenue-Swift Interchange section and the North Unit of the Minnesota Freeway, that 83 of the trees were obtained from Briggs Nursery, Olympia, Washington. The remaining 80 trees were obtained from Knight Pearcy Nursery, Brooks, Oregon.

Inasmuch as Briggs Nursery was recently found infested with European Pine Shoot Moth and three infested trees from the Briggs shipment were found in Minnesota Freeway plantings, it is recommended the remaining 80 trees from Briggs be removed and burned. If this course is followed, action should be taken immediately to prevent possible further spread of the insect and to destroy any insects not detected during the recent inspections.

In the event the pines cannot be removed and burned, it is urged a spraying program as outlined below be followed on all pines in the planting.

Apply 4 applications of spray at 2-week intervals starting immediately. Use either Sevin or Diazinon.

Sevin - 50% Wettable Powder, 2 lbs per 100 gallons of water or 4 teaspoons per gallon.

Diazinon - 25% Emulsifiable Concentrate, 2 quarts per 100 gallons or 4 teaspoons per gallon.

Apply spray to crown until it drips from foliage.

NOTED
F B KLARICH

Please return
back.
MK

If you have any questions in regard to this matter, please call.

Sincerely,

W. H. KOSESAN, Ass't Chief
Plant Division

WHK:njd
CC: Mr. A. Larson
Mr. A.E. Johnson

Note:
Benedict planning to have contractor follow the spray program recommended. — E.D.M. 6/9/65

c.c. copy to Morgan
Kidboe
Rohde for information

↑ No!
To be destroyed
Astrup notified
WHK.

RECEIVED
JUN 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-200—65

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Compliance with regulations of
Federal
Date JUN 3 1965
Dist. Engineer
U.S. Bureau of Public Roads

Project Name North Unit, Minnesota Freeway Date June 3, 1965

Highway Pacific Contract No. 6507

County Multnomah Prefix 626-1027

Contractor E. P. Baltz and Son F. A. Project No. I-5-6(56)307

Address 9817 E. Burnside, Portland, Oregon Order No. Sup. to Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Repair eroded slopes on the easterly side of the L line between Sta. 121 and the northerly end of the Columbia Slough Structure.

Location by station numbers:

Sta. 121 to Sta. 146.

Estimate of quantities and cost:

Equipment	$ 400.00
Labor	382.60
Total	782.60
15% Profit	117.40
Total	$ 900.00

Original Authorization	$ 2,600.00
Additional Requested	900.00
Grand Total	3,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Extension of extra work order number 1. Material to be used on the slopes to be placed at unit bid prices on Contract 6507. Work has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 92,043.06
Present estimate of project cost, including $ 900.00 for work under this order	$ 91,950.14
Expected under-run / over-run amount	$ 192.92
Expected under-run / over-run per cent	0.2%

Space to right of this line is for use of Salem Office

Submitted by: /s/ James Don
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ A. Y. Benedict
Division Engineer

Approved: /s/ L. H. Young
Office Engineer

Date Received 6-25-65

RECEIVED
MAY 2 5 1965

Form CO-121 (11-63) (Prus. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 7, 1965

In reply refer to: 08-35.4-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Final Inspection, N. Unit Minnesota Freeway - I-5-6(52)307

The north unit of the Minnesota Freeway project was inspected on May 5, 1965. The project was acceptable with the exception of the fill slopes in the Delta Park area. These slopes have eroded due to the excessive rains experienced this winter. Maintenance of these slopes would be very difficult and it is recommended that they be repaired. Since the above contractor completed and moved off the project several months ago it might be possible to include this repair under the current landscape project (Roadside Improvement N. Unit Minnesota I-5-6(56)307).

These areas where repair is made should also have seeding and mulching. This work should be accomplished as soon as possible to allow an adequate root system prior to winter rains. If you elect to repair this erosion under the landscape project we will give our unconditional acceptance of the paving project (I-5-6(52)307)).

RECEIVED
MAY 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Young
Please follow up and see that we are cleared as suggested.

NOTED
F. B. LABOE

Will repair under landscape job

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 9 - 1965
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name N. Unit, Minnesota Fwy. Roadside Improvement Date March 9, 1965

Highway Pacific Contract No. 6507

County Multnomah Prefix 626-1027

Contractor E. P. Baltz & Son F. A. Project No. I-5-6(56)307

Address 9817 E. Burnside, Portland, Oregon Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Flagging

Percentage allowed contractor is in accordance with the executed contract for this project.

Location by station numbers:

Throughout the project.

Estimate of quantities and cost:

Labor $200.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

State's hsare of flagging based on 57½% of labor for public protection.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 92,043.06
Present estimate of project cost, including $ 200.00 for work under this order	$ 92,043.06
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ James Don
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ A. V. Benedict
Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer, Assistant State Highway Engineer~~ or Office Engineer.

State Printing

Orig to Multnomah 4-5-65

RECEIVED FEB 15 1965

Form E-200—3M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date FEB 4 1965
Title Dist. Engineer
U.S. Bureau of Public Roads

FOR FILING

Project Name North Unit-Minnesota Freeway ..... Date February 1 ..... 19 65

Highway Pacific ..... Contract No. 6507

County Multnomah ..... Prefix 626-1027

Contractor E. P. Baltz & Son ..... F. A. Project No. I-5-6(56)307

Address 9817 E. Burnisde St., Portland, Oregon ..... Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Repair eroded slopes, replace top soil, reseed and mulch damaged areas.

NOTED
LLOYD P. SHAW

Location by station numbers:

Throughout the project

Estimate of quantities and cost:

Equipment	$ 731.60
Labor	531.80
Materials	1,000.00
Total	2,263.40
15% profit	336.60
Grand total	2,600.00

Unit Bid Prices:
150 Cu. Yds. Topsoil @ $2.65
4 Acres Roadside Seeding @ $225.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Repair damaged slopes caused by melting snow and heavy rains. This work is to be done before landscaping can be completed. This work is to be done by the landscape contractor. The topsoil is to be placed at the unit bid price. Work has not been started. This order is to be 95% Federal participation and 5% non-participating.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 92,043.06
Present estimate of project cost, including $ 2,600 for work under this order	$ 92,043.06
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ James Don — Resident Engineer

Approval Recommended: /s/ G. L. Decker — Asst Construction Engineer or Bridge Engineer

Approval Recommended: /s/ A. V. Benedict — Assistant Division Engineer

Approved /s/ L. H. Young — Deputy State Highway Engineer or Assistant State Highway Engineer
Office Engineer

State Printing

Copy To Young 2-15-65

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
11-156	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Oregon / Multnomah
PROJECT REPORT NO. 5		PROJECT NO. I-5-6(56)307

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 0.3 mi. S. Portland Harbor S. 1.2 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-14-64	1.222
*OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 89,997.00	$ 82,800.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Stow

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Peterson
(Division Engineer)

XX L.R. Backlund

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer NOV 6 1964

Oregon State Highway Department

Federal Aid
Project No. I-5-6(56)307

NORTH UNIT, MINNESOTA FREEWAY SECTION OF THE

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 21, 1964

Type Code Y005
Roadside Improvement (Sta. 103+50 to Sta. 168+00)(Contract No. 6507)

Furnishing and Placing Topsoil	1,800 cu.yds.	$ 2.65	$ 4,770.00
Furnishing and Planting Trees	380 only	10.00	3,800.00
Furnishing and Planting Shrubs	9,800 only	3.30	32,340.00
Furnishing and Planting Vines, Ivy	5,100 only	0.26	1,326.00
Furnishing and Planting Vines, Bearberry	13,800 only	0.40	5,520.00
Roadside Seeding	5 acres	225.00	1,125.00
Lawn Construction	5 acres	1,650.00	8,250.00
Grass Seed, Creeping Red Fescue	620 lbs.	0.64	396.80
Grass Seed, Chewings Fescue	380 lbs.	0.62	235.60
Grass Seed, Perennial Ryegrass	17 lbs.	0.30	5.10
Grass Seed, Newport Bluegrass	27 lbs.	0.62	16.74
Grass Seed, Dutch White Clover	27 lbs.	0.60	16.20
Organic Fertilizer, 5-3-2	50 cwt.	6.00	300.00
Inorganic Fertilizer, 10-16-8	120 cwt.	6.00	720.00
Manure Fertilizer	194 cu.yds.	6.00	1,164.00
Mulch Material (Ground Bark)	280 units	24.50	6,860.00
3/4-inch Water Pipe	1,540 lin.ft.	0.45	693.00
1-inch Water Pipe	1,940 lin.ft.	0.52	1,008.80
1¼-inch Water Pipe	740 lin.ft.	0.62	458.80
1½-inch Water Pipe	1,250 lin.ft.	0.70	875.00
2-inch Water Pipe	3,240 lin.ft.	1.00	3,240.00
2½-inch Water Pipe	1,060 lin.ft.	1.20	1,272.00
3/4-inch Galvanized Steel Pipe (Risers)	130 lin.ft.	0.40	52.00
3/4-inch Quick-Coupling Valves	170 only	3.99	678.30
3/4-inch Hose Couplers	8 only	2.70	21.60
Hose Swivels	8 only	2.54	20.32
1/2-inch Manual Drain Valves	25 only	8.00	200.00
Portable Sprinkler and Base	8 only	21.10	168.80
Rubber Hose	400 lin.ft.	0.75	300.00
Drilling Well 0-100 Ft.	All Required		910.00
Drilling Well 101-150 Ft.	50 lin.ft.	9.10	455.00
Drilling Well 151-200 Ft.	10 lin.ft.	9.10	91.00

Drilling Well 201-250 Ft.	10 lin.ft.	$ 10.00	$ 100.00
Furnish and Install Well Casing	160 lin.ft.	3.40	544.00
Develop and Test Well	All Required		350.00
Pump House	All Required		1,100.00
Pumping Installation	All Required		2,432.00
	Subtotal		$ 81,816.06
	10% Engr. & Cont.		8,180.94
	Total		$ 89,997.00

Length of Project - - - - - - - - - - -1.222 miles

Federal Funds -	$ 82,800.00
State Funds -	7,197.00
	$ 89,997.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. I-5-6(56)307

NORTH UNIT, MINNESOTA FREEWAY SECTION

OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 15, 1964

Type Code X005
Roadside Improvement (Sta. 103+50 to Sta. 168+00)

Furnishing and Placing Topsoil	1,800	cu.yd.	$ 3.00	$ 5,400.00
Furnishing and Planting Trees	380	only	10.00	3,800.00
Furnishing and Planting Shrubs	9,800	only	3.00	29,400.00
Furnishing and Planting Vines, Ivy	5,100	only	0.30	1,530.00
Furnishing and Planting Vines, Bearberry	13,800	only	0.45	6,210.00
Roadside Seeding	5	acre	300.00	1,500.00
Lawn Construction	5	acre	1,000.00	5,000.00
Grass Seed, Creeping Red Fescue	620	lb.	0.65	403.00
Grass Seed, Chewings Fescue	380	lb.	0.65	247.00
Grass Seed, Perennial Ryegrass	17	lb.	0.40	6.80
Grass Seed, Newport Bluegrass	27	lb.	1.00	27.00
Grass Seed, Dutch White Clover	27	lb.	1.00	27.00
Organic Fertilizer, 5-3-2	50	cwt.	6.00	300.00
Inorganic Fertilizer, 10-16-8	120	cwt.	6.00	720.00
Manure Fertilizer	194	cu.yd.	5.00	970.00
Mulch Material (Ground Bark)	280	unit	25.00	7,000.00
3/4-inch Water Pipe	1,540	lin.ft.	0.45	693.00
1-inch Water Pipe	1,940	lin.ft.	0.53	1,028.20
1 1/4-inch Water Pipe	740	lin.ft.	0.63	466.20
1 1/2-inch Water Pipe	1,250	lin.ft.	0.70	875.00
2-inch Water Pipe	3,240	lin.ft.	0.95	3,078.00
2 1/2-inch Water Pipe	1,060	lin.ft.	1.20	1,272.00
3/4-inch Galvanized Steel Pipe (Risers)	130	lin.ft.	0.45	58.50
3/4-inch Quick-Coupling Valves	170	only	5.00	850.00
3/4-inch Hose Couplers	8	only	3.00	24.00
Hose Swivels	8	only	4.00	32.00
1/2-inch Manual Drain Valves	25	only	8.00	200.00
Portable Sprinkler and Base	8	only	12.00	96.00
Rubber Hose	400	lin.ft.	0.20	80.00
Drilling Well 0-100'	All	Required		900.00
Drilling Well 101'-150'	50	lin.ft.	9.00	450.00
Drilling Well 151'-200'	10	lin.ft.	9.00	90.00

Drilling Well 201'-250'	10 lin.ft.	$ 9.00	$ 90.00
Furnish and Install Well Casing	160 lin.ft.	3.00	480.00
Develop and Test Well	All Required		300.00
Pump House	All Required		1,200.00
Pumping Installation	All Required		2,000.00
	Subtotal		$76,803.70
	10% Engr. & Cont.		7,680.30
	Total		$84,484.00

Length of Project - - - - - - 1.222 Miles

Federal Funds -	$77,000.00
State Funds -	7,484.00
	$84,484.00

Oregon State Highway Department

Federal-Aid
Project No. I-5-6(56)307

NORTH UNIT, MINNESOTA FREEWAY SECTION

OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 9, 1964

Type Code Y005
Roadside Improvement (Sta. 103+50 to Sta. 168+00)

Furnishing and Placing Topsoil	1,800	cu.yd.	$ 3.00	$ 5,400.00
Furnishing and Planting Trees	330	only	10.00	3,300.00
Furnishing and Planting Shrubs	9,800	only	3.00	29,400.00
Furnishing and Planting Vines, Ivy	5,100	only	0.30	1,530.00
Furnishing and Planting Vines, Bearberry	13,800	only	0.45	6,210.00
Roadside Seeding	5	acre	300.00	1,500.00
Lawn Construction	5	acre	1,000.00	5,000.00
Grass Seed, Creeping Red Fescue	620	lb.	0.65	403.00
Grass Seed, Chewings Fescue	380	lb.	0.65	247.00
Grass Seed, Perennial Ryegrass	17	lb.	0.40	6.80
Grass Seed, Newport Bluegrass	27	lb.	1.00	27.00
Grass Seed, Dutch White Clover	27	lb.	1.00	27.00
Organic Fertilizer, 5-3-2	50	cwt.	6.00	300.00
Inorganic Fertilizer, 10-16-8	120	cwt.	6.00	720.00
Manure Fertilizer	194	cu.yd.	5.00	970.00
Mulch Material (Ground Bark)	280	unit	25.00	7,000.00
3/4-inch Water Pipe	1,540	lin.ft.	0.45	693.00
1-inch Water Pipe	1,940	lin.ft.	0.53	1,028.20
1 1/4-inch Water Pipe	740	lin.ft.	0.63	466.20
1 1/2-inch Water Pipe	1,250	lin.ft.	0.70	875.00
2-inch Water Pipe	3,240	lin.ft.	0.95	3,078.00
2 1/2-inch Water Pipe	1,060	lin.ft.	1.20	1,272.00
3/4-inch Galvanized Steel Pipe (Risers)	130	lin.ft.	0.45	58.50
3/4-inch Quick-Coupling Valves	170	only	5.00	850.00
3/4-inch Hose Couplers	8	only	3.00	24.00
Hose Swivels	8	only	4.00	32.00
1/2-inch Manual Drain Valves	25	only	8.00	200.00
Portable Sprinkler and Base	8	only	12.00	96.00
Rubber Hose	400	lin.ft.	0.20	80.00
Drilling Well 0-100'	All	Required		900.00
Drilling Well 101'-150'	50	lin.ft.	9.00	450.00
Drilling Well 151'-200'	10	lin.ft.	9.00	90.00
Drilling Well 201'-250'	10	lin.ft.	9.00	90.00
Furnish and Install Well Casing	160	lin.ft.	3.00	480.00
Develop and Test Well	All	Required		300.00
Pump House	All	Required		1,200.00
Pumping Installation	All	Required		1,200.00

Subtotal	$75,503.70
10% Engr. & Cont.	7,550.30
Total	$83,054.00

Length of Project - - - - - - - 1.222 Miles

Federal Funds -	$76,000.00
State Funds -	7,054.00
	$83,054.00

RECEIVED

477 Cottage Street, N.E.
Salem, Oregon - 97301

October 9, 1964

08-35.EC

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-6(56)307
North Unit, Minnesota Freeway Section
Roadside Improvement

As requested in Mr. Young's letter of today advising that all rights of way and access rights have been acquired for the above project, we hereby concur as of this date in the award of Contract No. 6507 to E. P. Baltz & Son of Portland, Oregon, low bidder in the amount of $81,816.06 at the October 6, 1964 bid opening.

RECEIVED
OCT 15 1964
OFFICE OF
STATE HIGHWAY ENGINEER

ROUTED
LLOYD F. SHAW

original to Young
10-26-64

RECEIVED
OCT 12 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
October 9, 1964

E. P. Baits & Son
7217 East Burnside Street
Portland 16
Oregon

Gentlemen:

The State Highway Commission on October 9, 1964, awarded to you State Highway Contract No. 6597 for the following project:

Roadside improvement on the North Unit of the Minnesota Freeway Section of Pacific Highway in Multnomah County.

This award was based on your low bid of $81,816.66 which was submitted to the Commission on October 6, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc:
Frank Morgan
L. H. Young
R. C. Savage (SIAC)
Mark Astrup

RECEIVED
SEP 21 1964
FOR FILING

477 Cottage St. N.E.
Salem, Oregon 97301

September 14, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
T. Dec
Eng. Coordinator

A. W. Parsons, Division Engineer
Salem, Oregon

By T. Dec
Engineering Coordinator

Oregon Project I-5-6(56)307
North Unit-Minnesota Freeway Section
Roadside Improvement

P. S. & E. documents for the subject project have been reviewed and are hereby approved. Though the assembly was submitted late, in view of the fact that Mr. Young's September 10, 1964 letter considers scheduling of this work to be highly critical you are authorized to advertise the project for bids as an exception to established procedures. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary right-of-way has been acquired for occupancy and contractor's use, with relocation advisory assistance provided, and further, that control of access rights has been acquired as indicated in Mr. Wright's September 4, 1964 report.

We note that on your estimate dated September 9, 1964 you indicate the cost of the pumping installation as $1,200. The bid cost for the pumping installation for the Union Avenue-Swift Interchange Unit I-5-6(54)308 was $1,898. The work on the two installations is expected to be similar and we feel the costs should be approximately equal.

Your September 10, 1964 status report of preparatory work for utility adjustments indicates that utilities are involved and all permits controlling access from existing easements have been previously submitted.

Mr. Young's September 10, 1964 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

Attach.

original To Young
with attach.
9-21-64

I-80N-3(43) The Dalles Sec., Columbia 1964
81 River Hwy. (Roadside Improve.)
#6508

RECEIVED
APR 27 1966
FOR FILING

Form CD-12 (11-63) (Prescribed by A.G. 306-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 22, 1966

In reply refer to: 08-35.5

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: L. R. Backlund
Administrative Manager

SUBJECT: Oregon Project I-80N-3(43)81
The Dalles Section

Reference is made to Mr. Young's letter of April 5, 1966 transmitting the necessary data and requesting our acceptance of the above project.

We are unable to accept this project due to the encroachment on the right of way at the Second Street off ramp. Several discussions have been held previously with your personnel concerning this matter but to date no action has been taken.

This encroachment also precludes our accepting Oregon Project I-80N-3(39)81. This project is one of two projects which were completed in 1964 for which the final voucher cannot be submitted. We would appreciate your taking the necessary action to satisfactorily dispose of this encroachment as soon as possible.

REFERRED TO
Young
By Asst. State Hwy. Engr.
4-27-66

RECEIVED
APR 27 1966
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

DISCARDED
FEB 9 - 1966
FOR FILING

I BM-2(43)x
6 To 8

February 8, 1966

United Pacific Insurance Company
415 S. W. 10th Avenue
Portland, Oregon 97205

Attention: Dean L. Beck
Bond Department

Gentlemen:

This is in reply to your letter of February 7 regarding E. P. Baltz and Son, Contract No. 6508, for roadside improvement on The Dalles Section of the Columbia River Highway in Wasco County.

On September 30, 1965, our records showed a retainage of $7,921.57. On February 2, 1966, final payment in the amount of $7,929.57 was mailed to the contractor. Total contract amount is $110,992.07 including $776.12 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf

FORM E-50 COM 3-65 BP*6470-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1966

SUBJECT: Assignment No. 395-FBK
A. W. Parsons, BPR

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Please be advised that the illegal access to The Dalles City Dog Pound has been removed and relocated outside the access control limits. The Dalles City has moved their fence ten (10) feet.

This satisfies the second paragraph of letter from Mr. A. W. Parsons dated January 25, 1966. Office Engineering will notify the Bureau of Public Roads.

F. D. Morgan
Construction Engineer

FDM:fp
Enc.
cc L. H. Young
J. F. Putnam

Form CD-121
(11-63)
(Prescribed by
A.O. 260-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 25, 1966

In reply refer to: 08-35.5

FROM : W. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects I-80N-3(46)81, I-80N-3(43)81, I-80N-3(39)81
Final Acceptance

We have received requests for final acceptance for subject projects covering paving, landscaping and illumination work in The Dalles area.

Final acceptance of project I-80N-3(46) is contingent upon removal of the dog pound access opposite approximately Station 2262.

Final acceptance of the others will be contingent upon the above plus closing of R/W file 32302, project I-80N-3(21)81. Acceptance of the completed contract work on project I-80N-3(39)81 was given July 14, 1964, and project acceptance pending since that date.

Your early attention to this matter will be appreciated.

REFERRED TO
Hanna - Please
By Asst. State Hwy. Engr.
Manager - Please handle
or the status of this.
1-27-66

RECEIVED
JAN 28 1966
OFFICE OF
STATE HIGHWAY ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 25 1966
FOR FILING

I-80N-2(43) 81

65-5

January 25, 1966

US Fidelity & Guaranty Company
Portland Office
201 Oregon Bank Building
Portland 4, Oregon

Gentlemen:

Contract No. 6508 awarded to E. P. Baltz & Son, for roadside improvement on the The Dalles Section of the Columbia River Highway in Wasco County was completed on April 14, 1965, and accepted by the Highway Commission on January 24, 1966.

Final payment in the amount of $7,929.57 will be released to the contractor after February 1, 1966. The total contract amount is $110,992.07 including $776.13 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

go

cc: E. P. Baltz & Son
9817 E. Burnside Street
Portland 16, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 25 1966
FOR FILING

I-80N-2(43)81

6508

January 24, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed April 14, 1965, on Contract No. 6508. The contract was with E. P. Baltz & Son and was for roadside improvement on The Dalles Section of the Columbia River Highway in Wasco County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective this date.

This will be presented to you for confirmation at the Commission meeting on January 25.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

RECEIVED
DEC 14 1965
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Dec. 10, 1965

Accounting Division	( )	Traffic Division	( )
Bridge Division	( )	Division Engineer, No. ___	( )
Construction Division	( )	Maintenance Division (Seeding & Mulching Sec.)	( )

Project No. I-80N-3(43)81, The Dalles Section, Contract No. 6508, Prefix 633-1038, is currently being finaled with the Bureau of Public Roads. It is necessary that Office Engineering knows if there is work yet to be done or if there are any delayed costs that should be charged to this prefix. Notification as to the status of the project must be received by December 31, 1965, so that the project can be finaled and the prefix cancelled. Your prompt reply is requested.

Note: The Division Office will be responsible for contacting the resident engineer currently in charge of the project area.

L. H. Young
Office Engineer

PH:ia

RECEIVED
JAN 20 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
Wasco
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-3(43)81

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 1, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that the fall replacement planting was completed on November 26, 1965, on Contract No. 6508, The Dalles Section, in Wasco County, in connection with Federal-Aid Project No. I-80N-3(43)81.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date: January 13, 1966

Conditions noted on above date:

Contract work accepted.
Final acceptance pending removal of encroachments at City Dog Pound and Second ~~xxxxx~~ Street Ramp.

copy to file 1-20-66

A. W. Parsons
Division Engineer
By: G. R. Brooks
District Engineer

RECEIVED
NOV 16 1965
FOR FILING

DIVISION FILE COPY STATE COPY

Form PR-2A (Rev. 5-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

Date

Oregon

County

Wasco

Project number

I-80N-3(43)81

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

11-3-65

Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 6, 1964, is hereby modified as follows:

Revised estimated total cost of project $ 122,885.00

Revised Federal funds $ 113,000.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 3rd day of November, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(43)81

THE DALLES SECTION OF THE

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices. Revised to include increase of furnishing and placing topsoil, bid item No. 7.)

Salem, Oregon, October 20, 1965

Type Code Y005
Roadside Improvement (Sta. 2259+20 to Sta. 2374+00)(Contract No. 6508)

Tractor and Dozer	80 hrs.	$ 15.00	$ 1,200.00
Front End Loader	80 hours	16.00	1,280.00
Dump Trucks	160 hours	8.58	1,372.80
18-inch Culvert Pipe	280 lin.ft.	6.50	1,820.00
Concrete Inlets, Type "C"	1 only	150.00	150.00
Concrete Manholes	1 only	350.00	350.00
Furnishing and Placing Topsoil	14,000 cu.yds.	2.00	28,000.00
Furnishing and Planting Trees	140 only	13.05	1,827.00
Furnishing and Planting Shrubs	5,660 only	3.45	19,527.00
Furnishing and Planting Vines, St. Johnswort	600 only	0.28	168.00
Furnishing and Planting Vines, Bearberry	34,780 only	0.43	14,955.40
Furnishing and Planting Vines, English Ivy	1,200 only	0.26	312.00
Roadside Seeding	1.00 acres	200.00	200.00
Lawn Construction	4.00 acres	1,325.00	5,300.00
Grass Seed, Kentucky Blue Grass	600 lbs.	0.60	360.00
Grass Seed, Crested Wheatgrass	10 lbs.	0.30	3.00
Grass Seed, Hard Fescue	5 lbs.	0.65	3.25
Inorganic Fertilizer, 10-16-8	68 cwt.	6.50	442.00
Organic Fertilizer, 5-3-2	92 cwt.	6.50	598.00
Manure Fertilizer	110 cu.yds.	7.00	770.00
Mulch Material, Sawdust	340 units	19.50	6,630.00
Mulch Material, Wood Fiber	80 cwt.	20.00	1,600.00
Ammonium Sulphate	52 cwt.	5.00	260.00
1/2-inch Water Pipe	1,000 lin.ft.	0.49	490.00
3/4-inch Water Pipe	5,660 lin.ft.	0.54	3,056.40
1-inch Water Pipe	3,450 lin.ft.	0.59	2,035.50
1-inch Water Pipe	1,620 lin.ft.	0.69	1,117.80
1½-inch Water Pipe	1,630 lin.ft.	0.83	1,352.90
2-inch Water Pipe	1,860 lin.ft.	1.07	1,990.20
2½-inch Water Pipe	1,930 lin.ft.	1.25	2,475.00

3-inch Water Pipe	700 lin.ft.	$ 1.70	$ 1,190.00
1/2-inch Galv. Steel Pipe	330 lin.ft.	0.43	141.90
3/4-inch Galv. Steel Pipe	550 lin.ft.	0.50	275.00
1¼-inch Galv. Steel Pipe	320 lin.ft.	1.06	339.20
2-inch Galv. Steel Pipe	170 lin.ft.	1.31	222.70
2½-inch Galv. Steel Pipe	300 lin.ft.	1.69	507.00
4-inch Galv. Steel Pipe	260 lin.ft.	2.80	728.00
1½-inch Section Control Valves	8 only	19.72	157.76
2-inch Section Control Valves	27 only	28.53	770.31
2½-inch Section Control Valves	4 only	43.25	173.00
1½-inch Gate Valves	1 only	14.48	14.48
2-inch Gate Valves	1 only	24.72	24.72
3-inch Gate Valves	1 only	38.87	38.87
1/2-inch Manual Drain Valves	50 only	7.50	375.00
2-inch Pressure Vacuum Breaker Assembly	1 only	233.42	233.42
1¼-inch Atmospheric Vacuum Breaker	2 only	23.12	46.24
2-inch Atmospheric Vacuum Breaker	4 only	34.00	136.00
Pop-up Rotary Sprinkler Heads	134 only	26.32	3,526.88
Pop-up Nonrevolving Sprinkler Heads	126 only	3.69	464.94
Shrubbery Sprinkler Heads	180 only	1.77	318.60
Adjustable Sprinklers	6 only	12.57	75.42
Extra for Pipe Under Pavement	90 lin.ft.	7.19	647.10
Extra for Pipe on Structure	190 lin.ft.	1.81	343.90
3/4-inch Quick-Coupling Hose Valves	80 only	4.41	352.80
			$ 110,749.49

Flagging (57½% of Contractor's Cost)	All Required	$ 200.00
3 Water Meters	All Required	765.00
		$ 965.00
	Subtotal	$ 111,714.49
	10% Engr. & Cont.	11,170.51
	Total	$ 122,885.00

Length of Project - - - - - - - - - - - - -2.174 miles

Federal Funds -	$ 113,000.00
State Funds -	9,885.00
	$ 122,885.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 11-157	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 5	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Wasco
		PROJECT NO. I-80N-3(43)81

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N The Dalles West to East City Limits

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-14-64	2.174
*OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 116,945.00	$ 107,800.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Shaw

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer NOV 6 1964

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(43)81

THE DALLES SECTION OF THE

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 21, 1964

Type Code Y005
Roadside Improvement (Sta. 2259+20 to Sta. 2374+00) (Contract No. 6508)

Tractor and Dozer	80 hours	$ 15.00	$ 1,200.00
Front End Loader	80 hours	16.00	1,280.00
Dump Trucks	160 hours	8.58	1,372.80
18-inch Culvert Pipe	280 lin.ft.	6.50	1,820.00
Concrete Inlets, Type "G"	1 only	150.00	150.00
Concrete Manholes	1 only	350.00	350.00
Furnishing and Placing Topsoil	11,300 cu.yds.	2.00	22,600.00
Furnishing and Planting Trees	140 only	13.05	1,827.00
Furnishing and Planting Shrubs	5,660 only	3.45	19,527.00
Furnishing and Planting Vines, St. Johnswort	600 only	0.28	168.00
Furnishing and Planting Vines, Bearberry	34,780 only	0.43	14,955.40
Furnishing and Planting Vines, English Ivy	1,200 only	0.26	312.00
Roadside Seeding	1.00 acres	200.00	200.00
Lawn Construction	4.00 acres	1,325.00	5,300.00
Grass Seed, Kentucky Blue Grass	600 lbs.	0.60	360.00
Grass Seed, Crested Wheatgrass	10 lbs.	0.30	3.00
Grass Seed, Hard Fescue	5 lbs.	0.65	3.25
Inorganic Fertilizer, 10-16-8	68 cwt.	6.50	442.00
Organic Fertilizer, 5-3-2	92 cwt.	6.50	598.00
Manure Fertilizer	110 cu.yds.	7.00	770.00
Mulch Material, Sawdust	340 units	19.50	6,630.00
Mulch Material, Wood Fiber	80 cwt.	20.00	1,600.00
Ammonium Sulphate	52 cwt.	5.00	260.00
1/2-inch Water Pipe	1,000 lin.ft.	0.49	490.00
3/4-inch Water Pipe	5,660 lin.ft.	0.54	3,056.40
1-inch Water Pipe	3,450 lin.ft.	0.59	2,035.50
1¼-inch Water Pipe	1,620 lin.ft.	0.69	1,117.80
1½-inch Water Pipe	1,630 lin.ft.	0.83	1,352.90
2-inch Water Pipe	1,860 lin.ft.	1.07	1,990.20
2½-inch Water Pipe	1,980 lin.ft.	1.25	2,475.00
3-inch Water Pipe	700 lin.ft.	1.70	1,190.00

½-inch Galvanized Steel Pipe	330 lin.ft.	$ 0.43	$ 141.90
3/4-inch Galvanized Steel Pipe	550 lin.ft.	0.50	275.00
1½-inch Galvanized Steel Pipe	320 lin.ft.	1.06	339.20
2-inch Galvanized Steel Pipe	170 lin.ft.	1.31	222.70
2½-inch Galvanized Steel Pipe	300 lin.ft.	1.69	507.00
4-inch Galvanized Steel Pipe	260 lin.ft.	2.80	728.00
1½-inch Section Contraol Valves	8 only	19.72	157.76
2-inch Section Control Valves	27 only	28.53	770.31
2½-inch Section Control Valves	4 only	43.25	173.00
1½-inch Gate Valves	1 only	14.48	14.48
2-inch Gate Valves	1 only	24.72	24.72
3-inch Gate Valves	1 only	38.87	38.87
1/2-inch Manual Drain Valves	50 only	7.50	375.00
2-inch Pressure Vacuum Breaker Assembly	1 only	233.42	233.42
1½-inch Atmospheric Vacuum Breaker	2 only	23.12	46.24
2-inch Atmospheric Vacuum Breaker	4 only	34.00	136.00
Pop-up Rotary Sprinkler Heads	134 only	26.32	3,526.88
Pop-up Nonrevolving Sprinkler Heads	126 only	3.69	464.94
Shrubbery Sprinkler Heads	180 only	1.77	318.60
Adjustable Sprinklers	6 only	12.57	75.42
Extra for Pipe Under Pavement	90 lin.ft.	7.19	647.10
Extra for Pipe on Structure	190 lin.ft.	1.81	343.90
3/4-inch Quick-Coupling Hose Valves	80 only	4.41	352.80
			$105,349.49
Flagging (57½% of Contractor's Cost)	All Required		$ 200.00
3 Water Meters	All Required		765.00
			$ 965.00
	Subtotal		$106,314.49
	10% Engr. & Cont.		10,630.51
	Total		$116,945.00

Length of Project - - - - - - - - - - -2.174 miles

Federal Funds - - - - - - - - - -

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(43)81

THE DALLES SECTION OF THE

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.

Salem, Oregon, September 2, 1964

Type Code Y005
Roadside Improvement (Sta. 2259+20 to Sta. 2374+00)

Tractor and Dozer	80 hours	$ 15.00	$ 1,200.00
Front End Loader	80 hours	17.50	1,400.00
Dump Trucks	160 hours	8.50	1,360.00
18-inch Culvert Pipe	280 lin.ft.	5.00	1,400.00
Concrete Inlets, Type "G"	1 only	150.00	150.00
Concrete Manholes	1 only	300.00	300.00
Furnishing and Placing Topsoil	11,300 cu.yds.	3.00	33,900.00
Furnishing and Planting Trees	140 only	10.00	1,400.00
Furnishing and Planting Shrubs	5,660 only	4.00	22,640.00
Furnishing and Planting Vines, St. Johnswort	600 only	0.30	180.00
Furnishing and Planting Vines, Bearberry	34,780 only	0.50	17,390.00
Furnishing and Planting Vines, English Ivy	1,200 only	0.30	360.00
Roadside Seeding	1.00 acres	300.00	300.00
Lawn Construction	4.00 acres	1,300.00	5,200.00
Grass Seed, Kentucky Blue Grass	600 lbs.	1.00	600.00
Grass Seed, Crested Wheatgrass	10 lbs.	0.75	7.50
Grass Seed, Hard Fescue	5 lbs.	0.75	3.75
Inorganic Fertilizer, 10-16-8	68 CWT	6.00	408.00
Organic Fertilizer, 5-3-2	92 CWT	6.00	552.00
Manure Fertilizer	110 cu.yds.	6.00	660.00
Mulch Material, Sawdust	340 units	15.00	5,100.00
Mulch Material, Wood Fiber	80 CWT	11.00	880.00
Ammonium Sulphate	52 CWT	5.00	260.00
1/2-inch Water Pipe	1,000 lin.ft.	0.52	520.00
3/4-inch Water Pipe	5,660 lin.ft.	0.58	3,282.80
1-inch Water Pipe	3,450 lin.ft.	0.62	2,139.00
1 1/4-inch Water Pipe	1,620 lin.ft.	0.78	1,263.60
1 1/2-inch Water Pipe	1,630 lin.ft.	0.90	1,467.00
2-inch Water Pipe	1,860 lin.ft.	1.02	1,897.20
2 1/2-inch Water Pipe	1,980 lin.ft.	1.62	3,207.60
3-inch Water Pipe	700 lin.ft.	2.65	1,855.00
1/2-inch Galvanized Steel Pipe	330 lin.ft.	0.40	132.00
3/4-inch Galvanized Steel Pipe	550 lin.ft.	0.45	247.50
1 1/2-inch Galvanized Steel Pipe	320 lin.ft.	0.90	288.00
2-inch Galvanized Steel Pipe	170 lin.ft.	1.02	173.40

2 1/2-inch Galvanized Steel Pipe	300 lin.ft.	$ 1.62	$ 486.00
4-inch Galvanized Steel Pipe	260 lin.ft.	2.90	754.00
1 1/2-inch Section Control Valves	8 only	21.00	168.00
2-inch Section Control Valves	27 only	26.00	702.00
2 1/2-inch Section Control Valves	4 only	31.00	124.00
1 1/2-inch Gate Valves	1 only	12.00	12.00
2-inch Gate Valves	1 only	16.00	16.00
3-inch Gate Valves	1 only	35.00	35.00
1/2-inch Manual Drain Valves	50 only	9.00	450.00
2-inch Pressure Vacuum Breaker Assembly	1 only	250.00	250.00
1 1/2-inch Atmospheric Vacuum Breaker	2 only	15.00	30.00
2-inch Atmospheric Vacuum Breaker	4 only	27.00	108.00
Pop-up Rotary Sprinkler Heads	134 only	24.00	3,216.00
Pop-up Nonrevolving Sprinkler Heads	126 only	4.00	504.00
Shrubbery Sprinkler Heads	180 only	1.75	315.00
Adjustable Sprinklers	6 only	15.00	90.00
Extra for Pipe Under Pavement	90 lin.ft.	6.50	585.00
Extra for Pipe on Structure	190 lin.ft.	1.20	228.00
3/4-inch Quick-Coupling Hose Valves	80 only	8.00	640.00
			$120,837.35
Flagging (57½ of Contractor's Cost)	All Required		$ 200.00
3 Water Meters	All Required		765.00
			$ 965.00
	Subtotal		$121,802.35
	10% Engr. & Cont.		12,179.65
	Total		$133,982.00

Length of Project - - - - 2.17⅛ Miles

Federal Funds - - - -

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(43)81

THE DALLES SECTION OF THE

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 23, 1964

Type Code Y005
Roadside Improvement (Sta. 2259+20 to Sta. 2374+00)

Tractor and Dozer	80 hours	$ 15.00	$ 1,200.00
Front End Loader	80 hours	17.50	1,400.00
Dump Trucks	160 hours	8.50	1,360.00
18-inch Culvert Pipe	280 lin.ft.	5.00	1,400.00
Concrete Inlets, Type "G"	1 only	150.00	150.00
Concrete Manholes	1 only	300.00	300.00
Furnishing and Placing Topsoil	10,700 cu.yds.	3.00	32,100.00
Furnishing and Planting Trees	140 only	10.00	1,400.00
Furnishing and Planting Shrubs	5,200 only	4.00	20,800.00
Furnishing and Planting Vines, St. Johnswort	600 only	0.30	180.00
Furnishing and Planting Vines, Bearberry	33,300 only	0.50	16,650.00
Furnishing and Planting Vines, English Ivy	1,200 only	0.30	360.00
Roadside Seeding	1.00 acre	300.00	300.00
Lawn Construction	4.00 acres	1,300.00	5,200.00
Grass Seed, Kentucky Blue Grass	600 lbs.	1.00	600.00
Grass Seed, Crested Wheatgrass	10 lbs.	0.75	7.50
Grass Seed, Hard Fescue	5 lbs.	0.75	3.75
Inorganic Fertilizer, 10-16-8	65 cwt.	6.00	390.00
Organic Fertilizer, 5-3-2	85 cwt.	6.00	510.00
Manure Fertilizer	100 cu.yds.	6.00	600.00
Mulch Material, Sawdust	330 units	15.00	4,950.00
Mulch Material, Wood Fiber	80 cwt.	1.10	880.00
Ammonium Sulphate	52 cwt.	5.00	260.00
1/2-inch Water Pipe	1,000 lin.ft.	0.52	520.00
3/4-inch Water Pipe	5,420 lin.ft.	0.58	3,143.60
1-inch Water Pipe	3,300 lin.ft.	0.62	2,046.00
1¼-inch Water Pipe	1,620 lin.ft.	0.78	1,263.60
1½-inch Water Pipe	1,630 lin.ft.	0.90	1,467.00
2-inch Water Pipe	1,860 lin.ft.	1.02	1,897.20
2½-inch Water Pipe	1,980 lin.ft.	1.62	3,207.60
3-inch Water Pipe	700 lin.ft.	2.65	1,855.00
1/2-inch Galvanized Steel Pipe	330 lin.ft.	0.40	132.00

3/4-inch Galvanized Steel Pipe	550 lin.ft.	$ 0.40	$ 132.00
1½-inch Galvanized Steel Pipe	230 lin.ft.	0.90	207.00
2-inch Galvanized Steel Pipe	150 lin.ft.	1.02	153.00
2½-inch Galvanized Steel Pipe	300 lin.ft.	1.62	486.00
4-inch Galvanized Steel Pipe	260 lin.ft.	2.90	754.00
1½-inch Section Control Valves	8 only	21.00	168.00
2-inch Section Control Valves	27 only	26.00	702.00
2½-inch Section Control Valves	4 only	31.00	124.00
1½-inch Gate Valves	1 only	12.00	12.00
2-inch Gate Valves	1 only	16.00	16.00
3-inch Gate Valves	1 only	35.00	35.00
1/2-inch Manual Drain Valves	50 only	9.00	450.00
2-inch Pressure Vacuum Breaker Assembly	1 only	250.00	250.00
1½-inch Atmospheric Vacuum Breaker	2 only	15.00	30.00
2-inch Atmospheric Vacuum Breaker	4 only	27.00	108.00
Pop-up Rotary Sprinkler Heads	134 only	24.00	3,216.00
Pop-up Nonrevolving Sprinkler Heads	126 only	4.00	504.00
Shrubbery Sprinkler Heads	180 only	1.75	315.00
Adjustable Sprinklers	6 only	15.00	90.00
Extra for Pipe Under Pavement	90 lin.ft.	6.50	585.00
Extra for Pipe on Structure	190 lin.ft.	1.20	228.00
3/4-inch Quick-Coupling Hose Valves	80 only	8.00	640.00
			$115,853.75

Flagging (57½% of Contractor's Cost)	All Required	$ 200.00
3 Water Meters	" "	765.00
		$ 965.00

Subtotal	$116,818.75
10% Engr. & Cont.	11,681.25
Total	$128,500.00

Length of Project - - - - - - - - - - - - 2.174 miles

Federal Funds -	$118,000.00
State Funds -	10,500.00
	$128,500.00

FORM E-1 (REV. 9-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER		WEEK ENDING: April 17, 1965
SECTION: The Dalles		SECTION PREFIX: 633-1088
HIGHWAY: Columbia River		COUNTY: Wasco
NAME OF JOB: The Dalles Section	KIND OF WORK: Roadside Improvement	
CONTRACTOR: E. P. Baltz & Son	CONTRACT NUMBER: 6508	FEDERAL AID PROJECT NUMBER: I-80N-3(43)81
DATE OF CONTRACT: Oct. 9, ~~1963~~ 1964	DATE WORK STARTED: Nov. 30, 1964	ESTIMATED COMPLETION DATE: April 14, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS: 5-30-65 Completion Date	~~XXX~~ DAYS USED (Calendar): 187
PROJECT AUTHORIZATION: $ 119,603.80	ENGINEERING AUTHORIZATION: $ 8,505.16	PERCENT OF TIME ELAPSED: 80.0
EXCLUSIVE OF ENGINEERING: $ 111,098.64	ENGINEERING COST TO DATE: $ 7,200.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 111,654.97	PERCENT OF AUTHORIZATION: 84.7 %	100
ESTIMATED PERCENT OVERRUN / UNDERRUN: 0.5 %	DATE PROJECT WAS COMPLETED: April 14, 1965	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	Topsoil ~~XXXXX~~	Water Pipe ~~XXXXXXX~~	Planting ~~XXX~~	OIL AND/OR PAVE.	MAT'L. PROD.	
		100	100	100			

Plants

	Topsoil ~~XXXXX~~	Water Pipe ~~XXXXXXX~~	~~XXXXXXX~~	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.17				
MILES PARTIALLY COMPLETED	2.17				
MILES COMPLETED	2.17				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	11,300 cy	19,830 ft.	42,380		
TOTAL QUANTITIES CORRECTED TO DATE	14,068	20,574	42,929		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	14,068	20,574	42,929		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1 Hydro-seeder

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Clear	0	
TUESDAY	Cloudy	0	
WEDNESDAY	Cloudy	0	Contract Completed
THURSDAY			
FRIDAY			
SATURDAY			

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
APR 19 1965

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Cleaning up and applying wood fibre.
TUESDAY	" " " " " "
WEDNESDAY	" " " " " "
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Baltz worked on cleanup and applying wood fiber Monday through Wednesday. All work completed and project signs removed Wednesday PM. One man will be on the job steady throughout the establishment period.

Final inspection was held Tuesday by Mark Astrup and Willis Grafe.

The Semi-Final is completed and was delivered to Bend Friday.

This is the final report.

SIGNED Vernon E. Shull

ADDRESS Box 420, The Dalles

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
APR 9 - 1965
FOR FILING

Form E-200—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Date MAR 31 1965

Project Name The Dalles Section — Date March 26, 1965

Highway Columbia River — Contract No. 6508

County Wasco — Prefix 633-1088

Contractor E. P. Baltz & Son — F. A. Project No. I-80N-3(43)81

Address 9817 E. Burnside, Portland, Oregon 97216 — Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Raise approximately 450 lin.ft. of Type II fence an average of 1 foot vertically.

Location by station numbers:

Rt. 2264 - 2268+50

Estimate of quantities and cost:

Labor	$270.00
Material	60.00
Equipment Rental	70.00
	$400.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Placing of topsoil (in accordance with plans) adjacent to fence requires raising of fence to be of standard height.

Work to be done by Interstate Paving Company, an approved sub-contractor on this project. Work has not commenced.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$119,603.80
Present estimate of project cost, including $ 400.00 for work under this order	$123,600.00
Expected ~~under-run~~ over-run amount	$ 3,996.20
Expected ~~under-run~~ over-run per cent	3.34

Space to right of this line is for use of Salem Office

Submitted by: /s/ Vernon E. Shull — Resident Engineer

Approval Recommended: /s/ F. D. Morgan — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam — Division Engineer

Approved /s/ L. H. Young — ~~Deputy State Highway Engineer or~~ State Highway Engineer

Office

orig to Young 4-9-65

State Printing

Form E-108—SM

RECEIVED
MAR 30 1965
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STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required
Date MAR 10 1965 By L. M. Brooks Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name The Dalles Section ..... Date March 4, 1965

Highway Columbia River ..... Contract No. 6508

County Wasco ..... Prefix 633-1088 P. SHAW

Contractor E. P. Baltz & Son ..... F. A. Project No. I-80N-3(43)81

Address 9817 E. Burnside, Portland, Oregon 97216 ..... Order No. 1 (Supplement)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State Participating in flagging costs.

Location by station numbers:

Throughout project

Estimate of quantities and cost:

Flagging, state share (57½%)	Original - - -	$200.00
	Supplement - -	300.00
	Total - - - -	$500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Due to the traffic situations at most of the planting areas more flagging was required than was provided for in the Project Authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 119,603.80
Present estimate of project cost, including $ 300.00 for work under this order	$ 119,603.80
Expected ~~under-run~~ over-run amount	$ 2,441.63
Expected ~~under-run~~ over-run per cent	2.0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Vernon E. Shull — Resident Engineer

Approval Recommended: /s/ G. L. Decker — Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam — Division Engineer

Approved /s/ L. H. Young — ~~District State Highway Engineer~~ Assistant State Highway Engineer

State Printing

Copy To Young 3-30-65

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NOV 10 1964
FOR FILING

Form A-105—5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project [illegible] additional funds [illegible]
Date OCT 21 1964
U.S. Bureau of Public Roads

Order No. 1

Project Name The Dalles Section Date Oct. 19, 1964

Highway Columbia River Contract No. 6508 F. A. Project No. I-80N-3(43)81

County Wasco Prefix 633-1088 Account No. 230 RA

Description of Work To Be Done:

Install 3 water meters and make 3 connections to existing water mains.

NOTED
LLOYD P. SHAW

Location by Station Numbers:

2269 - 2293 - 2357

Estimate of Quantities and Costs:

Material	$ 625.00
Labor	100.00
Equipment Rental	40.00
Deduct for Depreciation	0
Deduct for Salvage	0
	$ 765.00

Explanation:

Material to be furnished and work to be done by TheDalles Water Dept. as indicated on the project plans.
Funds provided inthe Project Authorization
Work has not commenced.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 119,603.80
Present estimate of project cost, including $ 765.00 for work under this order	$ 119,603.80
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Vernon E. Shull
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ J. E. Putman, Asst.
Division Engineer

Approved: /s/ L. H. Young
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer~~ or
Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Copy to Young 11-10-64

RECEIVED
NOV 6 - 1964

Form No. 208-6M

FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Construction Division of
Bureau of Public Roads
OCT 27 1964
U.S. Bureau of Public Roads

Order for Extra Work

RECEIVED
OCT 26 1964
LEO V. P. SHAW

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name The Dalles Section — Date Oct. 19, 1964

Highway Columbia River — Contract No. 6508

County Wasco — Prefix 633-1088

Contractor E. P. Baltz & Son — F. A. Project No. I-80N-3(43)81

Address 9317 # E. Burnside, Portland 16, Oregon — Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State participation in flagging costs.

Location by station numbers:

Throughout project.

Estimate of quantities and cost:

Flagging, State share (57½%) $ 200.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Stipulated in special provisions.
Funds provided in Project Authorization
Work has not commenced.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 119,603.80
Present estimate of project cost, including $ 200.00 for work under this order	$ 119,603.80
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Vernon E. Shull — Resident Engineer

Approval Recommended: /s/ G. L. Decker — Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam, Asst. — Division Engineer

Approved /s/ L. H. Young — Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing Copy to Young 11-6-64

RECEIVED
OCT 9 1964

477 Cottage Street, N.E.
Salem, Oregon - 97301

October 9, 1964

08-35.EC

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-80N-3(43)81
The Dalles Section
Roadside Improvement

As requested in Mr. Young's letter of today advising that all rights of way, access rights with the exception of those involved with utilities, have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6508 to E. P. Baltz & Son of Portland, Oregon, low bidder in the amount of $105,349.49 at the October 6, 1964 bid opening.

Our September 14, 1964 memorandum authorizing advertising indicated that no utility adjustments are involved and that you were investigating all existing utility easements. Permits or other documents eliminating access rights should be issued for exceptions of those utilities on the sketch maps furnished. The project will not be accepted as complete until such time when full control of access is obtained.

RECEIVED
OCT 15 1964
OFFICE
STATE HIGHWAY

original to Young

RECEIVED
OCT 12 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 9, 1964

E. B. Dalin & Son
9817 E. Burnside Street
Portland 16
Oregon

Gentlemen:

The State Highway Commission on October 9, 1964, awarded to you State Highway Contract No. 6508 for the following project:

Roadside Improvement on The Dalles Section of the Columbia River Highway in Wasco County.

This award was based on your low bid of $103,349.49 which was submitted to the Commission on October 6, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. O. Savage (SIAC)
Mark Astrup

RECEIVED
SEP 21 1964
FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

September 14, 1964

08-35.2-BA

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Burgess, Division Engineer
Salem, Oregon

By T. Dee, Engineering Coordinator

Oregon Project I-80N-3(43)81
The Dalles Section
Roadside Improvement

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary right-of-way has been acquired for occupancy and contractor's use, with advisory assistance provided, and further, that control of access rights has been acquired with the possible exception of those involved with utilities as indicated in Mr. Wright's and Mr. Litchfield's September 4, 1964 and September 10, 1964 reports.

Your September 10, 1964 status report of preparatory work for utility adjustments indicates that no utilities are involved but that a check has been made of all existing utility easements and permits controlling access from these easements will be forthcoming. Certification concerning such access rights should be furnished prior to our concurrence in award.

Mr. Young's September 10, 1964 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife. The use of a single product, galvanized steel pipe, is approved based on engineering criteria furnished in the same letter.

Attachment

RECEIVED
SEP 15 1964
OFFICE OF
STATE HIGHWAY ENGINEER

original to young with attach
9-21-64

477 Cottage Street N.E.
Salem, Oregon 97301

August 27, 1964

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Federal-aid Interstate Program

Our July 17, 1964 memorandum approved Items 366 and 367, and our July 20, 1964 memorandum approved Items 368 through 371, all submitted for inclusion in the captioned program with Mr. Nash's July 15, 1964 letter. We are now approving the remaining program item submitted with Mr. Nash's letter as follows:

Item	Project	Location	Work
372	I-082-3(43)81	The Dalles, west to east city limits	Roadside Improvement

This Stage 2 program approval, which is effective this date, provides for 2.39 miles of roadside improvement at a total estimated cost of $150,000 of which $135,000 is reserved as Federal-aid Interstate funds.

original to Young
9-3-64

NOTED
LLOYD P. SHAW

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JAN 9 1964
FOR FILING

Salem, Oregon
January 9, 1964

Mr. Mark H. Astrup
Landscape Engineer
B u i l d i n g

Roadside Improvement Plans
The Dalles
Interstate V
Wasco County

Your proposal for roadside improvement and planting have been reviewed by both Mr. Porter and me. They are considered to be satisfactory.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachments

FORM E-30X 50M 3-63 49908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 16, 1963

To: Frank D. Morgan
Construction Engineer
B U I L D I N G

SUBJECT: Roadside Improvement Project
The Dalles Section
Columbia River Highway
Wasco County

There is submitted for your consideration a set of prints and an estimate of the construction costs for the subject project. The development of three major areas on the construction project is contemplated, briefly described as follows:

#1 - The Islands formed by the Off and On ramps at the western entrance to The Dalles and the Overpass at Webber Street: The embankments at this section are broken rock and the natural ground is interspersed with rock outcroppings. We plan to take advantage of these by filling in around them and planting shrubbery around the periphery with grass in the sizeable areas between. Due to the soil conditions it is necessary to add approximately a foot of top soil over all areas to be planted. It is also necessary to establish a water system to maintain growth under these conditions. We propose that a sprinkler system in the major island areas be installed and that the remaining locations be watered by means of snap valves. City water is available for our use in this location. Evergreen groundcover will be planted on all of the slopes around the overpass. It is estimated that the cost of this unit will be $63,135.

#2 - The Old Highway Overcrossing: This again is an important focal point in the Interstate construction through The Dalles. It will be necessary to add a foot of top soil to all areas shown to be planted and to install a water system to establish and maintain plant growth in this location. City water is available. The embankment slopes will be covered with groundcover plants with a minimum of shrubs in selected locations. Not included in these estimates but recommended to be constructed under the existing paving contract is the installation of a curb along the north side of the E-line from approximately Station 2289 to 2293+30. This curb is advisable to retain the top soil on the slopes between the off ramp and the main highway. The estimated cost of the roadside development is $11,738.

#3 - Brewery Grade Interchange: This area was top-soiled under the construction contract and city water is also available at this location. Consequently we propose to plant a lawn interspersed with a few trees and shrubs, with groundcover around the structures and slopes that are too steep to mow mechanically. The cost of this development is estimated to be $48,085.

The estimated total of the project including 20% for engineering and miscellaneous items is $147,550.

Favorable consideration of this proposal is recommended. On receipt I will discuss the work with Bureau of Public Roads officials.

Mark H. Astrup

Mark H. Astrup
Landscape Engineer

Form E49x—

OREGON STATE
HIGHWAY DEPARTMENT
The Dalles Section
Roadside Improvement Estimate

TABULATION SHEET
SHEET ..... OF ..... SHEETS

12/16/63

STATE PRINTING

ITEM	Unit	Net	Unit Esti.	Total
Excavation	C.Y.	233		500
Rock Removal	L.S.			150
Topsoil	C.Y.	9,949	3.00	29,847
Lawn	Sq. Ft.	283,500	.05	14,175
Catch Basin	One	2	150.00	300
Sprinkler System	Sq. Ft.	470,850	.10	47,085
Snap Valves	One	38	15.00	570
Shrubs	One	2,123	5.00	10,615
Trees	One	55	10.00	550
Ground Covers	One	35,093	.50	17,546
Extend 18" culvert	Lin. Ft.	285	4.00	1,140
Embankment	C.Y.	160	3.00	480
				122,958
			+20%	24,592
				147,550

Copy to Astrup 12/18/63
Original in File

EBF-102(12) Tygh Valley-Oak Springs Rd. 1964
Sec., The Dalles-California
#6509 Hwy. (Grad. & Pav.)

RECEIVED
DEC 1 - 1965
FOR FILING
FF-11-(1)
6509

November 30, 1965

The Fidelity & Casualty Company
of New York
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

Contract No. 6509 awarded to Rogers Construction, Inc., for grading and paving the Tygh Valley-Oak Springs Road Section of The Dalles-California Highway in Wasco County was completed on August 31, 1965, and accepted by the Highway Commission on November 29, 1965.

Final payment in the amount of $33,132.93 will be released to the contractor after December 7, 1965. The total contract amount is $625,059.06 including $11,753.99 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Rogers Construction, Inc.
11760 N.E. Glisan Street
Portland 16, Oregon

Pallett, Fisher & Carlo, Inc.
1001 U.S. National Bank Building
Portland 4, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
NOV 29 1965
FOR FILING

EGF-103(62)
6.11

November 29, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed August 31, 1965, on Contract No. 6509. The contract was with Rogers Construction, Inc. and was for grading and paving on the Tygh Valley-Oak Springs Road Section of The Dalles-California Highway in Wasco County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 29, 1965, and that you concur in this procedure at the Commission meeting on December 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. E. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

RECEIVED
NOV 16 1965
FOR FILING

STATE COPY

Monthly transaction number	FORM PR-2A (8-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
Project report number EBF-102(12)	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County **Wasco**
		Project number **EBF-102(12)**

6509

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **November 6**, 19**64**, is hereby modified as follows:

Revised estimated total cost of project $ **729,943.00**

Revised Federal funds $ **460,000.00**

Other revisions

This modification of project agreement executed to include additional mileage.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **11th** day of **October**, 19**65**.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

A. W. Parsons
(Division Engineer)

By _____
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

RECEIVED
SEP 27 1965

STATE COPY

Monthly transaction number
FOR FILING

Project report number
EBF-102 (12)
8

6509

FC PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

State
Oregon

County
Wasco

Project number
EBF-102(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 6, 1964, is hereby modified as follows:

Revised estimated total cost of project $ _____

Revised Federal funds $ _____

Other revisions

Modified to identify the bond issues for this project. (See sheet attached).

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 10th day of September, 19 65.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M. Klaboe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

BOND ISSUES

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

Bond Indebtedness Laws: Chap. 381, laws 1961; Chap. 483, laws 1961.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon Laws Chap. 381, Laws 1961

Issue	Amount	Date of Issue	Beginning Date of Maturity
only	$4,000,000	Jan. 1, 1962	Jan. 1, 1963

Oregon Laws Chap. 483, Laws 1961

Issue	Amount	Date of Issue	Beginning Date of Maturity
only	$4,000,000	Jan. 1, 1962	Jan. 1, 1963

OFFICE OF ENGINEERING

Oregon State Highway Department

Federal Aid
Project [illegible]-102(12)

THRU VALLEY-OAK SPRINGS ROAD SECTION

OF THE DALLAS-CALIFORNIA HIGHWAY IN POLK COUNTY

(Revised estimate as a basis for modification of project agreement to include the bond maturity dates and amounts. Based on low bid prices.)

Salem, Oregon, July 26, 1965

Type Code 6201
Roadway (Sta. 2496+10 to Sta. 2606+00)(Contract No. 6507)

Clearing and Grubbing	All Required		$ 18,000.00
Trench Excavation, Unclassified	345 cu. yd.	4.00	1,380.00
Ditch Excavation, Unclassified	18 cu. yd.	5.00	90.00
General Excavation, Unclassified	536,300 cu. yd.	0.67	359,321.00
Overhaul	16,700 C-yd. sta.	0.40	6,680.00
Finishing Roadbed and Slopes	2.04 miles	500.00	1,020.00
Rounding Cutbanks	6,800 lin. ft.	0.25	1,700.00
12-inch Culvert Pipe	84 lin. ft.	2.70	237.60
18-inch Culvert Pipe	560 lin. ft.	4.00	2,240.00
24-inch Culvert Pipe	100 lin. ft.	6.30	630.00
36-inch Culvert Pipe	150 lin. ft.	9.50	1,425.00
18-inch Metal Culvert Pipe	240 lin. ft.	6.00	1,440.00
18-inch Culvert End Sections	7 only	30.00	210.00
24-inch Culvert End Sections	2 only	40.00	80.00
36-inch Culvert End Sections	1 only	100.00	100.00
6-inch Drain Pipe	160 lin. ft.	1.25	200.00
8-inch Perf. Metal Drain Pipe	290 lin. ft.	2.00	580.00
12-inch Perf. Steel Drain Pipe	800 lin. ft.	3.00	2,400.00
Special Backfill in Drains	140 cu. yd.	8.00	1,120.00
Concrete Inlets, Type D	1 only	250.00	250.00
Junction Boxes	1 only	350.00	350.00
Concrete Anchor Blocks	1 only	250.00	250.00
Metal Guard Rail	6,800 lin. ft.	2.55	17,340.00
Rail End Pieces	12 only	6.00	72.00
Guide Posts, W-1	120 only	8.00	960.00
Guide Posts, Y-1	20 only	9.00	180.00
Detour Surfacing	5,000 lin. ft.	4.00	20,000.00
Plant-Mix Stone Base	52,800 tons	1.75	92,400.00
3/4" - 0 Material in Leveling Course	9,200 tons	1.75	16,100.00
Sprinkling	3,100 M-gal.	2.00	6,200.00
Preparation of Base	2.04 miles	100.00	204.00
3/4" - 0 Material in Binder Course	590 cu. yd.	4.00	2,360.00
MC-250 Asphalt	90 tons	44.00	3,960.00

Asphaltic Concrete Mixture	16,600 tons	3.80	$ 63,080.00
Asphalt in Mixture	910 tons	32.00	29,120.00
Extra for Paving Approaches	7 only	40.00	280.00
			$651,999.60
Flagging (57½ of Contractor's Cost)	All Required		$ 7,500.00
Seeding and Mulching	All Required		4,125.00
			$ 11,625.00
	Subtotal		$663,584.60
	10% Engr. and Cont.		66,358.40
	Total		$729,943.00

Length of Roadway . . . . . 2.044 miles
Cost of Roadway per Mile $357,114.97

Federal Funds	$460,000.00
State Funds	269,943.00
	$729,943.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Bond Indebtedness Laws: Chap. 381, Laws 1961; Chap. 483, Laws 1961.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon Laws Chap. 381, Laws 1961.

Issue	Amount	Date of Issue	Beginning Date of Maturity
only	$4,000,000	Jan. 1, 1962	Jan. 1, 1963

Oregon Laws Chap. 483, Laws 1961.

Issue	Amount	Date of Issue	Beginning Date of Maturity
only	$4,000.00	Jan. 1, 1962	Jan. 1, 1963

RECEIVED
AUG 26 1965
FOR FILING
EBF-102(12)

August 25, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are submitting a revised project agreement estimate for Project BRF-102(12), Tyrh Valley-Oak Springs Road Section, to extend the project limits southerly approximately 2.0 miles to include construction of two 12' lanes of 2" A. C. pavement with 4' paved shoulders over the existing bituminous surface (1½") , 24' roadway with 4' oiled shoulders.

The contract on this project called for 16,600 tons of A. C. mixture and 910 tons of asphalt in mixture. The contractor has produced the A. C. mixture aggregate required, however, due to an over estimate of quantity required there will be an excess of 4,000 tons of A. C. mixture which can not be utilized within the present limits of the project. It is our desire to extend the project limits southerly approximately 2.0 miles to provide two 12' lanes of 2" A. C. pavement with 4' shoulders to bring this section to the same standard as the section being constructed within the present limits of the project.

The project cost and Federal Funds were not changed in the revised project agreement estimate,as the cost of the excess materials is in the contract and present project agreement. However, if your approval is received for the extension of the project limits and the pavement construction, a price agreement will be made for the 4,000 tons of A. C. mixture,increasing the price from $3.00 per ton by the contract to $4.40 per ton to cover the additional haul required to place the pavement on the extended section.

The two-mile section was originally constructed in 1958 to provide two 10' lanes 1½" bituminous surface with 3' shoulders. In September of 1964 State Forces widened the roadway 4' and constructed 4' shoulders with A. C. to provide a two-12' lane facility with a minimum 1½" bituminous wearing surface. The 1964 A.D.T. is 730 and the projected 1984 A.D.T. is 1300 for this section of The Dalles-California Highway.

We would appreciate it if the approval of the project extension could be expedited as the contractor is now in a position to do the paving.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Richard N. Chase
Assistant Office Engineer

RNC:cd

cc: F. D. Morgan
F. B. Klaboe

Oregon State Highway Department

Federal-Aid
Project BNF-102(12)

TYGH V[illegible]-OAK SPRINGS R AD SECTION

OF THE DALLES CALIFORNIA HIGHWAY IN WASCO COUNTY

(Revised estimate as a basis for modification of project agreement to extend limits of the project approximately 2.0 miles southerly to include a 2" A.C. pavement construction over the added length. Based on low bid prices.)

Salem, Oregon, August 25, 1965

Type Code 6201
Roadway (Sta. 2492+10 to Sta. 2711+60)(Contract No. 6509)

Clearing and Grubbing	All Required		$ 18,000.00
Trench Excavation, Unclass.	345 cu.yd.	4.00	1,380.00
Ditch Excavation, Unclass.	18 cu.yd.	5.00	90.00
General Excavation, Unclass.	536,300 cu.yd.	0.67	359,321.00
Overhaul	16,700 C-yd.sta.	0.40	6,680.00
Finishing Roadbed and Slopes	2.04 miles	500.00	1,020.00
Rounding Cutbanks	6,800 lin.ft.	0.25	1,700.00
12-inch Culvert Pipe	88 lin.ft.	2.70	237.60
18-inch Culvert Pipe	560 lin.ft.	4.00	2,240.00
24-inch Culvert Pipe	100 lin.ft.	6.30	630.00
36-inch Culvert Pipe	150 lin.ft.	9.50	1,425.00
18-inch Metal Culvert Pipe	240 lin.ft.	6.00	1,440.00
18-inch Culvert End Sections	7 only	30.00	210.00
24-inch Culvert End Sections	2 only	40.00	80.00
36-inch Culvert End Sections	1 only	100.00	100.00
6-inch Drain Pipe	160 lin.ft.	1.25	200.00
8-inch Perf. Metal Drain Pipe	290 lin.ft.	2.00	580.00
12-inch Perf. Steel Drain Pipe	800 lin.ft.	3.00	2,400.00
Special Backfill in Drains	140 cu.yd.	8.00	1,120.00
Concrete Inlets, Type D	1 only	250.00	250.00
Junction Boxes	1 only	350.00	350.00
Concrete Anchor Blocks	1 only	250.00	250.00
Metal Guard Rail	6,800 lin.ft.	2.55	17,340.00
Rail End Pieces	12 only	6.00	72.00
Guide Posts, W-1	120 only	8.00	960.00
Guide Posts, Y-1	20 only	9.00	180.00
Detour Surfacing	5,000 lin.ft.	4.00	20,000.00
Plant-Mix Stone Base	52,800 tons	1.75	92,400.00
3/4" - 0 Material in Leveling Course	9,200 tons	1.75	16,100.00
Sprinkling	3,100 M-gal.	2.00	6,200.00
Preparation of Base	2.04 miles	100.00	204.00
3/4" - 0 Material in Binder Course	590 cu.yd.	4.00	2,360.00
RC-250 Asphalt	90 tons	44.00	3,960.00

Asphaltic Concrete Mixture	16,600 tons	3.80	$ 63,080.00
Asphalt in Mixture	910 tons	32.00	29,120.00
Extra for Paving Approaches	7 only	40.00	280.00
			$ 651,959.60
Flagging (57½% of Contractor's Cost)	All Required		$ 7,500.00
Seeding and Mulching	All Required		4,125.00
			$ 11,625.00
	Subtotal		$ 663,584.60
	10% Engr. and Cont.		66,358.40
	Total		$ 729,943.00

Length of Roadway - - - - - - - - - - - - 4.044 miles
Cost of Roadway per Mile - - - - - - - - $180,530.24

Federal Funds -	$460,000.00
State Funds -	269,943.00
	$729,943.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Bond Indebtedness Laws: Chap. 381, Laws 1961; Chap. 483, Laws 1961.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon Laws Chap. 381, Laws 1961.

Issue	Amount	Date of Issue	Beginning Date of Maturity
only	$4,000,000	Jan. 1, 1962	Jan. 1, 1963

Oregon Laws Chap. 483, Laws 1961.

Issue	Amount	Date of Issue	Beginning Date of Maturity
only	$4,000.00	Jan. 1, 1962	Jan. 1, 1963

RECEIVED
FEB 3 - 1965

STATE COPY

Monthly transaction number FOR FILE	For FHWA-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number I-EF-102(7)(9)	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 1-27-65	County Wasco
		Project number EBF-102(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 6, 19 64, is hereby modified as follows:

Revised estimated total cost of project $ 729,943.00

Revised Federal funds $ 460,000.00

Other revisions

To modify Project Agreement to include the following:

"E" Projects: Payments Restricted by Availability of Trust Fund Revenue. If the project within the purview of this Project Agreement has a project designation with the letter "E" as a part of the project letter prefix designation, it is hereby understood and agreed that the Federal Government's obligation to provide funds for the project does not obligate the Federal Government to make payments to the State therefor unless, in the determination of the Bureau of Public Roads, Federal funds are then available out of the Highway Trust Fund revenues to permit the making of payments. Payment of Federal funds on such "E" projects may be deferred until Highway Trust Fund revenues, in the determination of the Bureau of Public Roads, are available for such

(OVER)

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 27 day of January, 19 65.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Shaw

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **A. W. Parsons**
Division Engineer

By: L. R. Backlund

L. R. Backlund, Administrative Mgr.

NOTED
LLOYD P. SHAW

USCOMM-DC 11170

purpose. Such deferment shall not impose upon the Federal Government a liability for any penalty, interest or other cost attributable to the deferment. Any increase in the cost of the "F" project to the State resulting from or incurred by reason of deferments of Federal payments pursuant to this provision shall be borne in its entirety by the State and shall not be subject to reimbursement, in whole or in part, by the Federal Government.

RECEIVED
SEP 8 1995
OFFICE ENGINEERING
DIVISION

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
11-(57)	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY Wasco
PROJECT REPORT NO. 5	*(PPM 21-7)* 11-1-64	PROJECT NO. BRF-102(12)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 197 1.3 Mi. S. of Tygh Valley S. 2.0 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-14-64	2.044
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 729,943.00	$ 460,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Shaw

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By XXX A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer NOV 6 1964

Oregon State Highway Department

Federal Aid
Project EBF-102(12)

TYGH VALLEY-OAK SPRINGS ROAD SECTION

OF THE DALLES-CALIFORNIA HIGHWAY IN WASCO COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 21, 1964

Type Code 6201
Roadway (Sta. 2498+10 to Sta. 2606+00)(Contract No. 6509)

Clearing and Grubbing	All Required		$ 18,000.00
Trench Excavation, Unclassified	345 cu.yds.	$ 4.00	1,380.00
Ditch Excavation, Unclassified	18 cu.yds.	5.00	90.00
General Excavation, Unclassified	536,300 cu.yds.	0.67	359,321.00
Overhaul	16,700 C-yd.stas.	0.40	6,680.00
Finishing Roadbed and Slopes	2.04 miles	500.00	1,020.00
Rounding Cutbanks	6,800 lin.ft.	0.25	1,700.00
12-inch Culvert Pipe	88 lin.ft.	2.70	237.60
18-inch Culvert Pipe	560 lin.ft.	4.00	2,240.00
24-inch Culvert Pipe	100 lin.ft.	6.30	630.00
36-inch Culvert Pipe	150 lin.ft.	9.50	1,425.00
18-inch Metal Culvert Pipe	240 lin.ft.	6.00	1,440.00
18-inch Culvert End Sections	7 only	30.00	210.00
24-inch Culvert End Sections	2 only	40.00	80.00
36-inch Culvert End Sections	1 only	100.00	100.00
6-inch Drain Pipe	160 lin.ft.	1.25	200.00
8-inch Perf. Metal Drain Pipe	290 lin.ft.	2.00	580.00
12-inch Perf. Steel Drain Pipe	800 lin.ft.	3.00	2,400.00
Special Backfill in Drains	140 cu.yds.	8.00	1,120.00
Concrete Inlets, Type D	1 only	250.00	250.00
Junction Boxes	1 only	350.00	350.00
Concrete Anchor Blocks	1 only	250.00	250.00
Metal Guard Rail	6,800 lin.ft.	2.55	17,340.00
Rail End Pieces	12 only	6.00	72.00
Guide Posts, W-1	120 only	8.00	960.00
Guide Posts, Y-1	20 only	9.00	180.00
Detour Surfacing	5,000 lin.ft.	4.00	20,000.00
Plant-Mix Stone Base	52,800 tons	1.75	92,400.00
3/4"-0 Material in Leveling Course	9,200 tons	1.75	16,100.00
Sprinkling	3,100 M-gal.	2.00	6,200.00
Preparation of Base	2.04 miles	100.00	204.00
3/4"-0 Material in Binder Course	590 cu.yds.	4.00	2,360.00
RC-250 Asphalt	90 tons	44.00	3,960.00

Asphaltic Concrete Mixture	16,600 tons	$ 3.80	$ 63,080.00
Asphalt in Mixture	910 tons	32.00	29,120.00
Extra for Paving Approaches	7 only	40.00	280.00
			$651,959.60
Flagging (57½% of Contractor's Cost)	All Required		$ 7,500.00
Seeding and Mulching	All Required		4,125.00
			$ 11,625.00
	Subtotal		$663,584.60
	10% Engr. & Cont.		66,358.40
	Total		$729,943.00

Length of Roadway - - - - - - - - - - -2.044 miles
Cost of Roadway per Mile- - - - - - -$357,114.97

Federal Funds -	$460,000.00
State Funds -	269,943.00
	$729,943.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939; Chap. 491, laws 1951; Chap. 20, laws 1953; Chap. 22, laws 1957; Chap. 354, laws 1957; Chap. 381, laws 1961; Chap. 483, laws 1961.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. EBF-102(12)

TYGH VALLEY-OAK SPRINGS ROAD SECTION

OF THE DALLES-CALIFORNIA HIGHWAY IN WASCO COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 15, 1964

Type Code 6201
Roadway (Sta. 2478+10 to Sta. 2606+00)

Clearing and Grubbing	All Required		$ 5,000.00
Trench Excavation, Unclassified	345 cu.yds.	$ 3.00	1,035.00
Ditch Excavation, Unclassified	18 cu.yds.	3.00	54.00
General Excavation, Unclassified	536,300 cu.yds.	0.85	455,855.00
Overhaul	16,700 C-yd.sta.	0.60	10,020.00
Finishing Roadbed and Slopes	2.04 miles	1,200.00	2,448.00
Rounding Cutbanks	6,800 lin.ft.	0.20	1,360.00
12-inch Culvert Pipe	88 lin.ft.	3.75	330.00
18-inch Culvert Pipe	560 lin.ft.	5.00	2,800.00
24-inch Culvert Pipe	100 lin.ft.	8.00	800.00
36-inch Culvert Pipe	150 lin.ft.	14.50	2,175.00
18-inch Metal Culvert Pipe	240 lin.ft.	5.00	1,200.00
18-inch Culvert End Sections	7 only	40.00	280.00
24-inch Culvert End Sections	2 only	55.00	110.00
36-inch Culvert End Sections	1 only	135.00	135.00
6-inch Drain Pipe	160 lin.ft.	2.00	320.00
8-inch Perforated Metal Drain Pipe	290 lin.ft.	2.50	725.00
12-inch Perforated Steel Drain Pipe	800 lin.ft.	3.75	3,000.00
Special Backfill in Drains	140 cu.yds.	6.00	840.00
Concrete Inlets, Type D	1 only	200.00	200.00
Junction Boxes	1 only	100.00	100.00
Concrete Anchor Blocks	1 only	100.00	100.00
Metal Guard Rail	6,800 l.ft.	2.50	17,000.00
Rail End Pieces	12 only	5.00	60.00
Guide Posts, W-1	120 only	7.50	900.00
Guide Posts, Y-1	20 only	7.50	150.00
Detour Surfacing	5,000 lin.ft.	5.00	25,000.00
Plant-Mix Stone Base	52,800 tons	1.50	79,200.00
3/4" - 0 Material in Leveling Course	9,200 tons	1.60	14,720.00
Sprinkling	3,100 M-gals.	3.00	9,300.00
Preparation of Base	2.04 miles	400.00	816.00
3/4" - 0 Material in Binder Course	590 cu.yds.	4.00	2,360.00
RC-250 Asphalt	90 tons	50.00	4,500.00
Asphaltic Concrete Mixture	16,600 tons	4.40	73,040.00
Asphalt in Mixture	910 tons	34.00	30,940.00
Extra for Paving Approaches	7 only	30.00	210.00
			$747,083.00

Flagging (57½% of Contractor's Cost)	All Required	$ 7,500.00
Seeding and Mulching	All Required	4,125.00
		$ 11,625.00
	Subtotal	$758,708.00
	10% Engr. & Cont.	75,870.00
	Total	$834,578.00

Length of Roadway - - - - - - - - - - - 2.044 miles

Cost of Roadway per mile - - - - - - - $408,306.26

Federal Funds -	$525,000.00
State Funds -	309,578.00
	$834,578.00

Oregon State Highway Department

Federal Aid
Project No. EBF-102(12)

TYGH VALLEY-OAK SPRINGS ROAD SECTION

OF THE DALLES-CALIFORNIA HIGHWAY IN WASCO COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 10, 1964

Type Code 6201
Roadway (Sta. 2498+10 to Station 2606+00)

Clearing and Grubbing	All Required		$ 5,000.00
Trench Excavation, Unclassified	345 cu.yds.	$ 3.00	1,035.00
Ditch Excavation, Unclassified	18 cu.yds.	3.00	54.00
General Excavation, Unclassified	536,300 cu.yds.	0.85	455,855.00
Overhaul	16,700 "C" yd.sta.	0.60	10,020.00
Finishing Roadbed and Slopes	2.04 miles	1,200.00	2,448.00
Rounding Cutbanks	6,800 lin.ft.	0.20	1,360.00
12 Inch Culvert Pipe	88 lin.ft.	3.75	330.00
18 Inch Culvert Pipe	560 lin.ft.	5.00	2,800.00
24 Inch Culvert Pipe	100 lin.ft.	8.00	800.00
36 Inch Culvert Pipe	150 lin.ft.	14.50	2,175.00
18 Inch Metal Culvert Pipe	240 lin.ft.	5.00	1,200.00
18 Inch Culvert End Sections	7 only	40.00	280.00
24 Inch Culvert End Sections	2 only	55.00	110.00
36 Inch Culvert End Sections	1 only	135.00	135.00
6 Inch Drain Pipe	160 lin.ft.	2.00	320.00
8 Inch Perforated Metal Drain Pipe	290 lin.ft.	2.50	725.00
8 Inch Perforated Steel Drain Pipe	800 lin.ft.	2.50	2,000.00
Special Backfill in Drains	140 cu.yds.	6.00	840.00
Concrete Inlets, Type D	1 only	200.00	200.00
Junction Boxes	1 only	100.00	100.00
Concrete Anchor Blocks	1 only	100.00	100.00
Metal Guard Rail	6,800 lin.ft.	2.50	17,000.00
Rail End Pieces	12 only	5.00	60.00
Guide Posts, W-1	120 only	7.50	900.00
Guide Posts, Y-1	20 only	7.50	150.00
Detour Surfacing	5,000 lin.ft.	5.00	25,000.00
Plant Mix Stone Base	52,800 tons	1.50	79,200.00
3/4"-0 Material in Leveling Course	9,200 tons	1.60	14,720.00
Sprinkling	3,100 M-gal.	3.00	9,300.00
Preparation of Base	2.04 miles	400.00	816.00
3/4"-0 Material in Binder Course	590 cu.yds.	4.00	2,360.00
RC-250 Asphalt	90 tons	50.00	4,500.00
Asphaltic Concrete Mixture	16,600 tons	4.40	73,040.00
Asphalt in Mixture	910 tons	34.00	30,940.00
Extra for Paving Approaches	7 only	30.00	210.00
			$746,083.00

Flagging (57½% of Contractor's Cost)	All Required	$ 7,500.00
Seeding and Mulching	All Required	4,125.00
		$ 11,625.00

Subtotal -	$757,708.00
10% Engr. & Cont. -	75,770.00
Total -	$833,478.00

Length of Roadway 2.044 Mile
Cost of Roadway per Mile $407,768.10

Federal Funds -	$525,000.00
State Funds -	308,478.00
	$833,478.00

Oregon State Highway Department

Federal-Aid
Project EBF-102(12)

TYGH VALLEY-OAK SPRINGS ROAD SECTION

OF THE DALLES-CALIFORNIA HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 9, 1964

Type Code 6201
Roadway (Sta. 2498+10 to Sta. 2606+00)

Clearing and Grubbing	All Required			$ 5,000.00
Trench Excavation, Unclassified	345	cu.yd.	$ 3.00	1,035.00
Ditch Excavation, Unclassified	18	cu.yd.	3.00	54.00
General Excavation, Unclassified	536,300	cu.yd.	0.70	375,410.00
Overhaul	16,700	C-yd.sta.	0.60	10,020.00
Finishing Roadbed and Slopes	2.04	mile	1,200.00	2,448.00
Rounding Cutbanks	6,800	lin.ft.	0.20	1,360.00
12-inch Culvert Pipe	88	lin.ft.	3.75	330.00
18-inch Culvert Pipe	560	lin.ft.	5.00	2,800.00
24-inch Culvert Pipe	100	lin.ft.	8.00	800.00
36-inch Culvert Pipe	150	lin.ft.	14.50	2,175.00
18-inch Metal Culvert Pipe	240	lin.ft.	5.00	1,200.00
18-inch Culvert End Sections	7	only	40.00	280.00
24-inch Culvert End Sections	2	only	55.00	110.00
36-inch Culvert End Sections	1	only	135.00	135.00
6-inch Drain Pipe	160	lin.ft.	2.00	320.00
8-inch Perforated Metal Drain Pipe	290	lin.ft.	2.50	725.00
8-inch Perforated Steel Drain Pipe	800	lin.ft.	2.50	2,000.00
Special Backfill in Drains	140	cu.yd.	6.00	840.00
Concrete Inlets, Type D	1	only	200.00	200.00
Junction Boxes	1	only	100.00	100.00
Concrete Anchor Blocks	1	only	100.00	100.00
Metal Guard Rail	6,800	lin.ft.	2.50	17,000.00
Rail End Pieces	12	only	5.00	60.00
Guide Post, W-1	120	only	7.50	900.00
Guide Post, Y-1	20	only	7.50	150.00
Detour Surfacing	5,000	lin.ft.	5.00	25,000.00
Plant-Mix Stone Base	52,800	ton	1.50	79,200.00
3/4" - 0 Material in Leveling Course	9,200	ton	1.60	14,720.00
Sprinkling	3,100	M-gal.	3.00	9,300.00
Preparation of Base	2.04	mile	400.00	816.00
3/4" - 0 Material in Binder Course	590	cu.yd.	4.00	2,360.00
RC-250 Asphalt	90	ton	50.00	4,500.00
Asphaltic Concrete Mixture	16,600	ton	4.40	73,040.00
Asphalt in Mixture	910	ton	34.00	30,940.00
Extra for Paving Approaches	7	only	30.00	210.00
				$665,638.00
Flagging (57½% of Contractor's Cost)	All Required			$ 7,500.00
Seeding and Mulching	All Required			4,125.00
				$ 11,625.00

Utilities		
Work by Wasco Electric Co-op., Inc.	All Required	$ 1,000.00
	Subtotal	$678,263.00
	10% Engr. & Cont.	67,826.00
	Total	$746,089.00

Length of Roadway - - - - - - - - 2.044 Miles
Cost of Roadway Per Mile- - - - $365,014.18

Federal Funds -	$470,000.00
State Funds -	267,089.00
	$746,089.00

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Tygh Valley-Oak Springs Rd.		WEEK ENDING: October 8, 1965
		SECTION PREFIX: 33-1089
HIGHWAY: The Dalles-California		COUNTY: Wasco
NAME OF JOB: Tygh Valley-Oak Springs Road	KIND OF WORK: Grading and Paving	
CONTRACTOR: Rogers Construction Inc.	CONTRACT NUMBER: 6509	FEDERAL AID PROJECT NUMBER: EBF-102 (12)
DATE OF CONTRACT: October 9, 1964	DATE WORK STARTED: November 5, 1964	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 748,501.42	SPECIFIED COMPLETION DATE: August 31, 1965	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 695,274.66	ENGINEERING AUTHORIZATION $ 53,226.76	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 634,620.21	ENGINEERING COST TO DATE $ 56,300	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 12 %	PERCENT OF AUTHORIZATION 106 %	DATE PROJECT WAS COMPLETED: August 31, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.04	2.04			4.04
MILES PARTIALLY COMPLETED	2.04	2.04			4.04
MILES COMPLETED	2.04	2.04			4.04
TOTAL ESTIMATED QUANTITIES (CONTRACT)	526,000 CY	62,000 Tons			16,600 Tons
TOTAL QUANTITIES CORRECTED TO DATE	496,020 CY	59,282 Tons			15,710 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"	"			"
AVERAGE DAILY QUANTITIES	Completed	Completed			Completed
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Overcast			R E D
TUESDAY	Pt. Cloudy & Showers			
WEDNESDAY	Fair & Mild			
THURSDAY	" "			
FRIDAY	" "			
SATURDAY				

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No Work
TUESDAY	Two men in office working on semi-final
WEDNESDAY	" "
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final report was completed and sent to division office on Wednesday.

FINAL REPORT

SIGNED Ernest L. Scrivner LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
SEP 16 1965
FOR FILING
EAF-102(12)
6114

140

September 15, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: BPR Recommendations, Machine-Laid Base Construction from Inspection-in-Depth Report on Tygh Valley-Oak Springs Road Section, The Dalles-California Highway, Contract No. 6509

Dear Sir:

Your Memorandum of September 2 requested our comments on three items in construction of machine-laid bases.

Item (1) related to the feasibility and desirability of use of some type of front wheel elevation control on the lay-down machine.

Item (2) regards the disturbance of the newly-layed material by tractor tracks.

Item (3) pertains to determination of lift and adjacent panel tolerance and significance of each.

The machine-layed method of placing base materials, which have previously been mixed in a pug mill and the proper amount of water added, was devised in order to attain an unsegregated uniform base course which could be readily compacted to required specifications.

This method is new to Oregon and is being closely observed by our engineering personnel on the projects where it is required.

Contractors are also showing great interest in this new method and are trying quite a number of different ways with use of quite a variety of equipment to attain proper laydown. To date, methods of direct dump into the laydown machine and windrowing ahead of the laydown machine have been used. From what has been observed, it is believed the windrowing will be

the more popular as greater production from this method can probably be attained. Our observations to date confirm the opinion that grade control is mainly dependent on obtaining a uniformly sized windrow of closely graded aggregate well ahead of the laydown machine, and that this also definitely controls the depth at which any course can be placed. We have also closely observed the action of the tractor tracks on the layed base and there is no doubt but what the action disturbs the top portion to some extent. However, after rolling, no detrimental effects from this action--such as noticeable segregation--appear to occur.

As of this time, there is a question as to just how close and accurately the material on its final top surface can be placed. On some projects, it has been necessary to perform some blade work to obtain the desired smoothness.

It is believed at this stage that we should continue to closely watch the various projects where this type of base is being placed to determine any areas where the method might be improved. Due to so many variations in equipment and methods being tried by contractors at present, we hesitate to do much changing of specifications until there has been more time to investigate and study the present methods under varying conditions and different areas.

In observing the new method of the pug mill mix and machine laydown of base material, it is believed a vast improvement has already been made over the old methods and we are securing a much better product at no additional cost.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Hinkee
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. L. H. Young

JHW:bjm srb

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
ATTENTION: Mr. F. B. Klaboe

DATE: September 2, 1965

In reply refer to: 08-35.DA
EBF 102(12)

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Inspection-in-Depth, Machine Laid Base Construction

Transmitted herewith is subject report containing recommendations as follows for your information and use:

Feasibility and desirability of use of some type of front wheel elevation control on laydown machine should be considered.

Disturbance of newly laid material by sharp tractor tracks should be minimized.

Determination of lift and adjacent panel tolerance and their significance might be appropriate.

Your comments will be appreciated.

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Peters
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
SEP 3 1965
CONSTRUCTION
DIVISION

RECEIVED
SEP 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

FORM PR:33D (5-64)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(Check Appropriate One) [X] ORIGINAL INSPECTION REPORT [ ] FOLLOWUP REPORT

REGION	DIVISION	PROJECT NUMBER
8	Oregon	EBF 102(12)

DATE OF INSPECTION	PHASE(S) INSPECTED
July 27-28, 1965	Machine-laid Base Course

INSPECTION MADE BY	IN COMPANY WITH
Willis Grafe, Area Engr.	E. L. Scrivner, Resident Engineer OSHD

REPORT PREPARED BY
Willis Grafe, Area Engineer

PROJECT INCLUDES
[X] GRADING AND DRAINAGE [X] BASE [X] PAVING [ ] MAJOR STRUCTURES [ ] OTHER (Specify) _____

CONTRACTOR (Name and address)	CONTRACT AMOUNT
Rogers Construction Co., Portland, Oregon	$ 651,959.60
	PROJECT STATUS (Percent complete) 70%

LOCATION
Tygh Valley-Oak Springs Road Section, The Dalles-California Highway, 38 miles south of The Dalles.

REPORT FORMAT: (1) SUMMARY OF FINDINGS; (2) RECOMMENDATION (Including needed followup action); (3) DETAILED REPORT OF INSPECTION.

TYGH VALLEY-OAK SPRINGS ROAD SECTION
THE DALLES-CALIFORNIA HIGHWAY
Inspection-in-Depth of Machine-Laid Base Construction

This phase was chosen because it is the first time that this type of machine-laying of base course material using a windrow, instead of trucks dumping directly into the hopper of the machine, has been used in this part of the State.

(1) Tolerances of +.02 and -.04 and an algebraic difference of .04 for the adjacent panels appears virtually impossible to attain with this operation and machine, particularly on the steep grades and heavy curvature characteristic of this project.

The machine, as modified, has eliminated the segregation problem at the panel joints, a problem which has plagued this type of operation in some areas.

Grousers on a new Cat D8 tractor, used to push the lay-down machine, did a substantial amount of disturbing of the newly laid and uncompacted material prior to rolling. The loosening of material occurred for the full depth of the 3-inch normal lift, destroying some of the advantage of the vibratory screed compactor.

Specification compaction of 95% is easily obtained, and 97% instead of the 95% might be better to achieve the desired condition without undue hardship on the contractors, particularly in gravel sources as contrasted with quarries.

-more-

USCOMM-DC 9221-P64

(2) Recommendations

Some type of front wheel elevation control in the lay-down machine might be desirable. (The contractor is considering a modification.)

A limiting specification on tractor tracks should be considered to avoid the problem described above.

Study of the feasibility of the lift tolerances should be made.

(3) General description of the project.

The project provides for the grading and paving of a Primary project between Tygh Valley and Oak Springs Road on The Dalles-California Highway. Grading was completed as of the week preceding the inspection, and laying of the base course started on July 20 and at the time of the inspection was approximately half complete. The contractor had his option in using a maximum size of 1-1/2", 2", or 2-1/2"-0, as allowed in the State specifications. He elected to use the 1-1/2"-0 material, and produced and stockpiled it from a bar source during the winter months. This material was washed heavily during production and placed in the stockpile in a saturated condition.

Administration of the project is under the direct supervision of Mr. E. L. Scrivner, Resident Engineer, who has 19 years with the Highway Department, covering all types of road work. Chief Inspector is Pat McLaughlin, C.E. 1, who has 8 years with the Department and is certified in all phases of grading, surfacing and paving inspection. All key men have read and are thoroughly conversant with the AASHO Guide to Project Procedures, and other crew members are in the process of familiarizing themselves with it. Administration by State personnel is considered satisfactory.

Initially, study of the specifications and discussion was carried on with the Resident Engineer in the project office and the project visited for the remaining period of time.

The plant mixing the material was established at the stockpile site and fed by a 36" belt loader which was in turn fed by a D8 tractor on the stockpile. From the belt loader material passes through the continuous pugmill mixer, from which it is dumped into 10 bottom-dump trucks which haul and place it on the grade in a windrow 12" to 15" in depth and about 4' in width, at which time the Blaw-Knox spreader, pushed by a D8 tractor, spreads it and vibrates it into place.

The pugmill mixer has a capacity of about 700 tons per hour and was not being used at anything like full capacity due to other limiting factors. It could indeed probably maintain this capacity only if

fed by a 48" belt instead of the 36" being used. Actual limiting factor on the production was the number of trucks available. Each truck was able to place from 400 to 500 tons per day on the haul then involved. The average up to 2 days prior to the inspection had been approximately 2000 tons per day, but the day prior to the inspection production had increased because there were now 10 trucks on the project and between 4000 and 5000 tons were placed satisfactorily.

The saturated condition of the stockpile has made it unnecessary thus far to add any water during the mixing period since it now contains about 7% as against an optimum of 5 1/2%; this, however, makes the material stay in place and compact well on the road.

Compaction testing is being done at a frequency of 1 test for every 500 tons in place, and no problem with compaction was experiencdd once the rolling pattern was established. The contractor initially tried to place 6" lifts but found that his trucks were unable to place this large a windrow so he has used 3" lifts. He is reputed to have used this machine on another project to lay a 9" compacted lift which necessitated laying an 11" uncompacted lift by bottom dumping from Cat 632 haulers. These cannot be used over the highway but could be used within the limits of that project. No other information is available concerning this operation.

In placing the adjacent panels, as mentioned above, it has been difficult to match the lifts exactly and it will be necessary to establish final grades for the top of the base course material. As mentioned earlier, the contractor has modified the interior hopper of his Blaw-Knox paver, as shown in the accompanying pictures, putting what amounts to a tiller in the front of the box to spread the berm to whichever side of the machine needs the material, and then within the machine, a "V" set of blades has been set ahead of the screed. All of these seem to continue the mixing operation in the machine and assure avoidance of segregation.

Scales were certified and sealed by the State Weights and Measures Division in their present position in July 1965. The ticket procedure in use by the State Highway Department personnel conforms to the requirements of their Manual and is satisfactory.

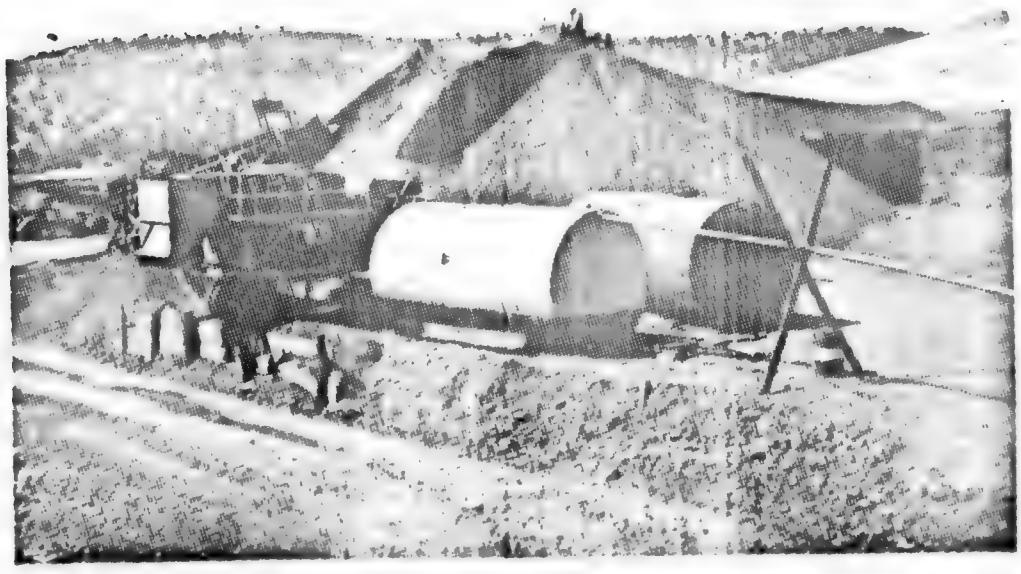
Once the berm is laid down, the Blaw-Knox machine pushed by the D8 tractor is able to lay the 3" lift at 1 1/2 to 2 miles per hour in a satisfactory manner, followed immediately by a rubber-tired roller and then a steel-wheeled roller. Adequate compaction is evidenced by the compaction results. Use of the finished surface by hauling units has caused a slight appearance of roughness but this is promptly laid down again when rolled and is not any cause for concern.

In addition to the coarse crushed base material being laid on this project, a 2" leveling course of 3/4"-0 material is to be placed in the normal manner by use of the blade grader. It will probably be necessary that a blade grader strike off the top of the machine-laid surfacing because of the variance in adjacent panel depths, as mentioned earlier. It would be probably also desirable that this blade grader be equipped with an excessively long moldboard, possibly as much as 24' in length, if available. This has been used in other areas with a substantial degree of success.

In all, the operation presents a very efficient and well-conducted approach to the base laying problem and no significant variation from the intent and spirit of the specifications was noted. Modification of the specifications as mentioned above in the recommendations, however, should be considered in order to give ourselves a more realistic approach to the problem.

JUL 65

JUL 65



General view of plant site showing feeder belt, mixer, and hopper.

JUL 65

Pugmill mixer.

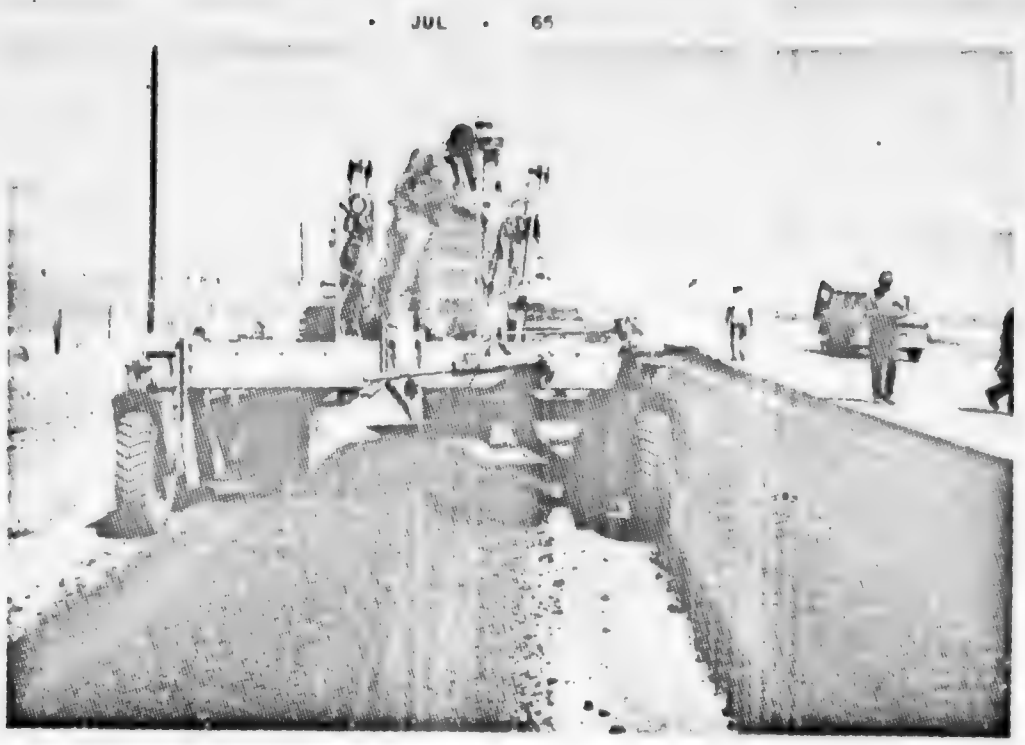
JUL 65

Placing of windrow.

JUL 65

JUL 65

Disturbance of the newly laid material by grousers of push tractor.



Operation of tiller in laying out windrow.

Spreader blades and tiller placed by contractor in hopper of spreader machine.

RECEIVED
OCT 8 - 1965

FORM E-123X SOM 2-65

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 9, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 31, 1965, on Contract No. 6809, Tygh Valley-Oak Springs Road Section, in Wasco County, in connection with Federal-Aid Project No. EDF-102(12).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Date: 9/21/65

Bureau of Public Roads
Oregon Division Office Endorsement

Conditions noted on above date:

NONE.

cc: Mr. H. S. Cox

A. W. Parsons
Division Engineer

By _____ OCT 5 1965
G. R. Brooks
District Engineer

REFERRED TO
_____
State Hwy. Engr.
10-7-65

RECEIVED
SEP 7 - 1965
FOR FILING
EBF-102(12)
6 9 7

September 3, 1965

Oregon State Highway Commission

Gentlemen:

It is desirable to extend the Tygh Valley-Oak Springs Road Section of The Dalles-California Highway in Wasco County southerly approximately two miles. This is Contract No. 6509 with Rogers Construction Company.

Due to an overestimation in paving quantities, we find that the project has sufficient produced materials to undertake this work. This will add two miles of modernization of The Dalles-California Highway at no increase in project authorization.

The matter was approved by Chairman Jackson on August 30 and will appear on the agenda for the September 28 meeting. Your concurrence in Mr. Jackson's action is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
J. F. Putnam

RLP:ms fn

RECEIVED
SEP 7 - 1965
FILING

Form CD-121 (11-63) (Rev. A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

EBF-102(12)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 31, 1965

In reply refer to: 08-35.EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project EBF-102(12)
Tygh Valley-Oak Springs Road Section

We have reviewed Mr. Chase's August 25, 1965 letter requesting an entension of the subject project to utilize excess asphaltic concrete mixture. The proposed reconstruction appears to adequately provide sufficient depth of pavement to accommodate present and future traffic. Furthermore other design features appear adequate and in line with your policies.

Based upon the above reasons and recognizing that we are waiving the normal restrictions on extensions of projects under project agreement as being in the public interest, we are approving your requested action. A price agreement reflecting the additional haul cost will be expected.

REFERRED TO
Moore-Young
BY ASST. STATE HWY. ENGR.
9-3-65

RECEIVED
SEP 1965
OFFICE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 27 1965

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 25, 1965

In reply refer to: 08-35.4-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Tygh Valley-Oak Springs Sec.
The Dalles-California Hwy. - FAP No. EBF-102(12)
State Force Order No. 2

Reference is made to your letter dated April 21, 1965 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis. A signed copy of the order is returned herewith.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-105—SM

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Approved
Pending the written modification of project agreement for additional funds as required.
Date _____ By _____
APR 20 1965 Engineering Coordination
U.S. Bureau of Public Roads

Order No. 2

Project Name Tygh Valley-Oak Springs Road Date April 13, 1965

Highway The Dalles-California Contract No. 6509 F. A. Project No. EBF-102(12)

County Wasco Prefix 33-1089 Account No. 224-238

Description of Work To Be Done:

Grass seeding, fertilizing and mulching to be done by state erosion control crews on cut and fill slopes throughout the project as protection against erosion and for roadside improvement.

Location by Station Numbers:

Between Stations 2498+10 to 2606+00

Estimate of Quantities and Costs:

30 Acres	Seeding and Fertilizing	@ $ 75.00 / Acre . . .	$ 2,250.00
30 Acres	Mulching with Oil	@ $175.00 / Acre . . .	5,250.00
		NET COST	$ 7,500.00

Explanation:

State is equipped to perform work with specialized equipment with substantial savings of public funds. Funds of $4,125 have been authorized. This work has not been done.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 748,501.42	
Present estimate of project cost, including $ 7,500.00 for work under this order	$ 748,501.42	
Expected under-run / over-run (amount)	$ 0	
Expected under-run / over-run (per cent)	0	

Submitted by: /s/ Ernest L. Scrivner — Resident Engineer

Approval Recommended: /s/ F. D. Morgan — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam — Division Engineer

Approved: /s/ L. H. Young — Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
FEB 15 1965
FOR FILING

STATE COPY

Form 23-1-1-5M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon ... of project ... funds ...
Date JAN ... 1965
Title ...
U.S. Bureau of Public Roads

Project Name Tygh Valley-Oak Springs Road Date January 26, 1965

Highway The Dalles-California Contract No. 6509

County Wasco Prefix 33-1089

Contractor Rogers Construction, Inc. F. A. Project No. EBF-102(12)

Address 11760 NE Glisan St., Portland 20, Oregon Order No. 4

NOTED
LOYD P. SHAW

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install 36" Metal Culvert Pipe, 8 Gage

Location by station numbers:

2554+98

Estimate of quantities and cost:

242 lin.ft. of 36" CMP, 8 Gage ---------- Labor $ 700
Materials 3,300
Equipment 1,000
Net Cost ---------- $5,000

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This work necessary to provide an additional drainage facility at location indicated above. Handling this by Extra Work proposed because there is no item in contract for the size and gage of pipe required, & we could not obtain a satisfactory price from contractor for doing work under a Price Agreement. Work to be performed under this order consists of furnishing and placing culvert pipe. Excavation required in connection with installation to be paid for under contract bid item No. 2, Trench Exc. Unclass. (a) Contractor's (OVER

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 748,501.42	Space to right of this line is for use of Salem Office
Present estimate of project cost, including $ 5,000.00 for work under this order	$ 748,501.42	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ Ernest L. Scrivner
Resident Engineer

Approval Recommended: /s/ F. D. Morgan
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer
~~State Highway Engineer~~
Office Engineer.

State Printing Copy To Young 2-16-65

percentages shall be in accordance with agreement with the A.G.C. and provisions of this contract.
(b) Equipment rental rates are in accordance with agreement with AGC. This work has not been started.

RECEIVED
DEC 21 1964

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 18, 1964

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

SUBJECT: Indenture of Access
Tygh Valley-Oak Springs Road Section
The Dalles-California Highway

Attached is a request for an indenture of access and map prints covering a request by Robert Larsell for a change in location of an existing access point on the easterly side of the highway on the subject contract.

The proposed revision will move the access approximately 1 mile south and place it on the westerly side of the highway. The change is requested to better serve the property owners future needs. The sight distance will be improved.

This change has been discussed with the Bureau of Public Roads' Area Engineer who has no objection to the proposed revision.

It is recommended that the indenture be approved.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

DES:jm
Attachments

cc: W. T. Wright
J. F. Hagemann

Approved 12-18-64
Lloyd P. Shaw

LLOYD P. SHAW

Original To Morgan
with file
cc Wright
12-21-64

DEC 22 1964 COPY SENT

FOR FILING DEC 22 1964

22 DEC 1964 STATE REGIONAL OFFICE

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date DEC 7 1964 By [signature] Engineer
U.S. Bureau of Public Roads

NOTES LLOYD P. SHAW

Project Name Tygh Valley-Oak Springs Road Date December 2, 1964

Highway The Dalles-California Contract No. 6509

County Wasco Prefix 33-1089

Contractor Rogers Construction, Inc. F. A. Project No. EBF-102(12)

Address 11760 N.E. Glisan St., Portland 20, Oregon Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct Type I Fence

Location by station numbers:

Station 2489+78 to Station 2522+40

Estimate of quantities and cost:

326 Rods of Type I Fence	Labor	$1,500
	Materials	1,100
	Equipment	660
	Total	$3,260

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This work necessary to complete fencing of new right of way line and permit removal of existing fences so that construction of project may proceed. Handling this by Extra Work proposed because there is no item in contract for this type of work, and we could not negotiate a Price Agreement with the contractor. (a) Contractor's percentages shall be in accordance with agreement with the A.G.C and provisions of this contract. (b) Equipment rental rates are in accordance with agreement with A.G.C. This work has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$748,501.42
Present estimate of project cost, including $3,260.00 **for work under this order**	$748,501.42
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Ernest L. Scrivner — Resident Engineer

Approval Recommended: /s/ G. L. Decker Asst. — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam, Asst. — Division Engineer

Approved /s/ L. H. Young — Deputy State Highway Engineer, ~~Assistant State Highway Engineer~~ or Office Engineer.

State Printing OK /s/ G. E. Rohde

Copy To Young 12-28-64

RECEIVED
OCT 27 1964

Salem, Oregon
October 26, 1964

Tygh Valley-Oak Springs
Contract No. 6509
Job Prefix 33-1089

H. G. Maison
Controller

OFFICE

The Tygh Valley-Oak Springs (US 197) bond-financed project should be split for expenditures as follows:

Bond project	$650,000	87%
State project	98,501	13%
Total contract authorization	$748,501	100%

This project was authorized by the Highway Commission July 14, 1964: Bond funds $650,000; State funds $125,000; total cost $775,000.

L. M. Young
Office Engineer

RA:lt

RECEIVED
NOV 10 1964
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent ... project ... funds ...
Date NOV ...
U.S. Bureau ...

Project Name Tygh Valley-Oak Springs Road Date October 21, 1964

Highway The Dalles-California Contract No. 6509

County Wasco Prefix 33-1089

Contractor Rogers Construction, Inc. F. A. Project No. EBF-102(12)

Address 11760 N.E. Glisan St., Portland 20, Oregon Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging

Location by station numbers:

Station 2498+10 to Station 2606+00

NOTED
LLOYD P. SHAW

Estimate of quantities and cost:

Flagging (State Share) $7,500

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Anticipated item provided for in project authorization.
No flagging work performed to date.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$748,501.42
Present estimate of project cost, including $7,500.00 for work under this order	$748,501.42
Expected under-run / over-run amount	$0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Ernest L. Scrivner
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam, Asst.
Division Engineer

Approved /s/ L. H. Young
Deputy State ... Asst. State Highway Engineer or Office Engineer.

State Printing Copy to Young 11-10-64

RECEIVED
NOV 10 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Tygh Valley-Oak Springs Road ..... Date October 21, 1964

Highway The Dalles-California ..... Contract No. 6509

County Wasco ..... Prefix 33-1089

Contractor Rogers Construction, Inc. ..... F. A. Project No. EBF-102(12)

Address 11760 N.E. Glisan St., Portland 20, Oregon ..... Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish, install, maintain, and remove as required during the life of the contract temporary signs for the directing and routing of traffic through the project. Signs to be used under this order consist only of those signs which the State Highway Department has obligation to control and pay for to achieve the safest possible conditions for the traveling public and in order to achieve consistent uniformity throughout the State.

Location by station numbers:

Station 2498+10 to Station 2606+00

NOTED
LLOYD P. SHAW

Estimate of quantities and cost:

Signing	Labor	$100.00
	Equipment	50.00
	Materials	200.00
	Total	$350.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Anticipated item provided for in project authorization. This work can best be handled by Extra Work because (a) accurate itemization by the State is impractical because possible changed traffic flow patterns will result in revised traffic control schemes and (b) that prosecution of the work by the contractor is subject to many variables which may alter the sequence of patterns of required traffic control measures. (Over)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 748,501.42
Present estimate of project cost, including $ 350.00 for work under this order	$ 748,501.42
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line for use of Salem Office

Submitted by: /s/ Ernest L. Scrivner
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam, Asst.
Division Engineer

Approved /s/ L. H. Young
Office Engineer.

State Printing Copy To Young 11-10-64

This order in no way contemplates the assumption by the State of the Contractor's obligation or liabilities. He shall, in accordance with State of Oregon practice, be responsible for signs, barricades, lights, and other devices intending to (a) direct attention to hazards and dangerous conditions resulting from work under this contract, (b) to warn the traveling public of impending dangers, and (c) to generally provide for the safety of the public and workmen.

(a) Contractor's percentages shall be in accordance with the agreement with the A.G.C. and provisions of this contract. (b) Equipment rental rates are in accordance with agreement with A.G.C.

This work has not been started.

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FILING

6619

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 16, 1964

Wasco Electric Cooperative, Inc.
P. O. Box 537
The Dalles, Oregon

ATTENTION: Mr. Eric A. Johnson

Re: Power Line Adjustment
Tygh Valley-Oak Springs Section
The Dalles-California Highway
Wasco County
Project No. F-40(10)
Contract No. 6509

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities by the contract method on this project, as submitted with your letter of October 6, 1964, has been approved by the State. You are hereby authorized to proceed with the work as of October 13, 1964.

Reimbursement for the work performed subsequent to October 13, 1964, in the amount of $1,544.98, will be made in accordance with paragraph 7-e(3) of PPM 30-4 upon receipt of your statement of charges. You will note out Staff Attorney's letter of September 14, 1964 authorized the State to reimburse the company 80% of the total cost of this adjustment. Thus, the State's share is 80% of $1,931.44, or $1,544.98. Please be sure to include beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: L. P. Shaw
L. H. Young (2)
C. H. Maison
Dean Swift
E. L. Scrivner
R. P. Hamilton
F. W. Sugnet

OCT 1 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 2 1964

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

October 9, 1964

Original signed by
A. W. Parsons
Div. Engineer

08-35.EC

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project EBF-102(12)
Tygh Valley-Oak Springs Road Section

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6509 to Rogers Construction Co., Inc. of Portland, Oregon, low bidder in the amount of $651,959.60 at the October 6, 1964 bid opening.

Mr. Litchfield's October 5, 1964 letter transmitted copies of the Staff Attorney's letters to the utilities for the non-participating work.

RECEIVED
OCT 15 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Original to Young
10-26-64

NOTED
LLOYD V. SHAW

RECEIVED
OCT 9 - 1964
FOR FILING

October 9, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Your concurrence, as of today, is requested in the award of contract for the Tyee Valley-Oak Springs Road Section, Project No. [illegible]-102(12).

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PR 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

RNC:jb

RECEIVED
OCT 12 1964
FORE...

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 9, 1964

Rogers Const. Inc.,
11760 NE Glisan Street
Portland 16
Oregon

Gentlemen:

The State Highway Commission on October 9, 1964, awarded to you State Highway Contract No. 1509 for the following project:

Grading-paving the Tygh Valley-Oak Springs Road Section of The Dalles-California Highway in Wasco County.

This award was based on your low bid of $651,959.60 which was submitted to the Commission on October 6, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SLAC)

RECEIVED
SEP 21 1964
FOR FILING

477 Cottage St. N.E.
Salem, Oregon 97301

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

September 14, 1964

Original signed by
T. Dec
Eng. Coordinator

08-35.2-DA

A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

Oregon Project ERF-102(12)
Tygh Valley-Oak Springs Road Section
Grading & Paving

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary right-of-way has been acquired or rights-of-entry obtained, with relocation advisory assistance provided as indicated in Mr. Wright's September 4, 1964 report.

The authorization granted hereunder is subject to the mutual understanding and agreement, (a) that payments of Federal funds for the project that the Bureau of Public Roads may be required to make the State, shall be made at times and in amounts and upon the basis of funds available therefor out of Highway Trust Fund revenues, as determined by the Bureau of Public Roads; (b) that any deferment of payment of Federal funds therefor shall not impose upon the Federal government a liability for any penalty, interest or other cost attributable to the deferment, and (c) that any increase in the cost of the project to the State resulting from or incurred by reason of such deferment shall be borne in its entirety by the State and shall not be subject to reimbursement, in whole or in part, by the Federal Government.

Your revised estimate dated September 10, 1964 indicates that reimbursable utility adjustments will be eliminated.

Mr. Young's September 10, 1964 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

The use of the May, 1964 and August, 1964 Supplemental Standard Specifications for Metal Pipe Materials for Culverts, Siphons and Underdrains;

original To Young
with attach.
9-21-64

(more)

J. K. SHAW

Asphaltic Concrete Pavement; and Guide Posts is approved for this specific project.

The pavement type selection for subject project is accepted based on the documentation attached to your August 13, 1964 "Project Base Design" sheet.

Attachment

MONTHLY TRANSACTION NO.	FORM PR-46 (REV. 5-60)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE HIGHWAY DEPARTMENT	DATE
9 - 41			Oregon	9/1[illegible]/64
PROGRAM NO.	REQUEST FOR [illegible] APPROVAL		BY (Signature) Mr. Koch's Sept. 4, 196[illegible] letter	
CLASS OF FEDERAL FUNDS: Bond Financed - Primary	SYSTEM (Check one): ☐ FAI ☒ FAP ☐ FAU ☐ FAS		TITLE	

PROJECT SUBMITTED

STAGE 1 ITEM NOS. ____ THRU ____				STAGE 2 ITEM NOS. 117			FEDERAL FUNDS
PROJECT CLASS	NO. OF ITEMS	LENGTH (Miles)	TOTAL EST. COST	NO. OF ITEMS	LENGTH (Miles)	TOTAL EST. COST	
HPS							
RWY-HWY							
HIGHWAY				1	2.04	$720,000	$450,000
TOTALS AS SUBMITTED							
TOTALS AS APPROVED				1	2.04	$[illegible]	$[illegible]

REMARKS

[illegible]	Project	Location
117	[illegible]-1[illegible](3[illegible])	Tygh Valley--Oak Springs Rd. Sec.

RECEIVED SEP 21 1964 FOR FILING

RECOMMENDED

DATE	SIGNATURE
TITLE	

EXCEPTIONS AND REMARKS (Use additional sheets if required)

APPROVED

DATE	SIGNATURE
Sept. 11, 196[illegible]	[illegible]
TITLE	
[illegible]	

EXCEPTIONS AND REMARKS (Use additional sheets if required)

You are authorized to proceed [illegible] necessary utility [illegible] work on this project effective this date.

This approval is with the understanding that the project will be eligible for future participation in available [illegible] by the availability of [illegible], [illegible] compliance with Section [illegible] of Title 23 USC. It is understood further that no [illegible] this time and that the project is to be administered and financed as provided in [illegible].

EDITION 5-60 MAY BE USED

USCOMM-DC 40312-P60

Copy to Young 9-21-64

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION

REVISED PROJECT BASE DESIGN

Section RUSH VALLEY-CAK SPRINGS ROAD Highway [illegible] DALLES-CALIFORNIA (FA 4) County [illegible]600 Prefix 33-1[illegible]2

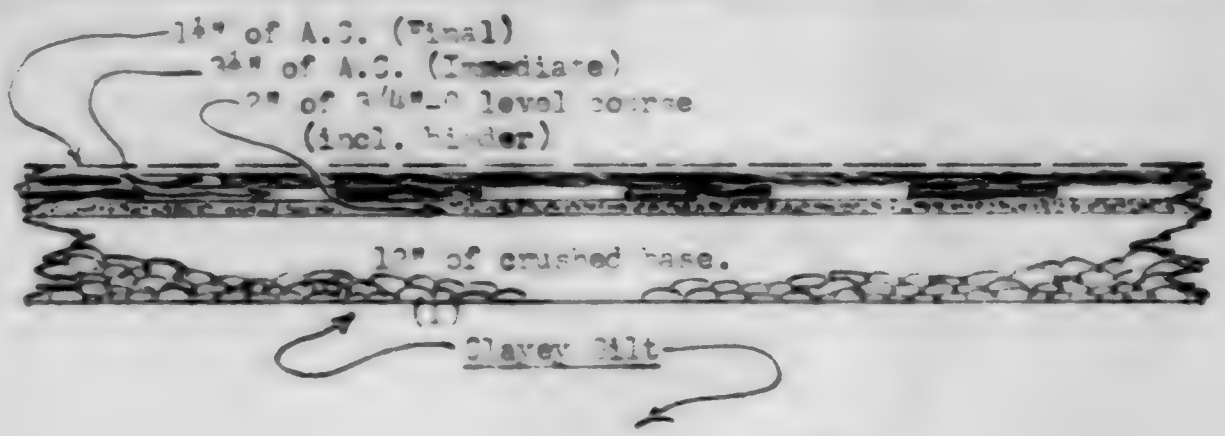
Res. Engr. _____ Approx. Length 2.0± Miles. Sta. 2[illegible]09± to Sta. 2609± Date 8-13-64

Truck A.D.T. 52 Traffic Coefficient 7.4 18 kip s.a. per day 36.7.

Annual Precipitation 14"± Frost Penetration 36"-30".

(1)

Typical Soil	
33	LL
11	PI
96	%P 10
80	%P200
3	%Gravel
2	%C Sand
15	%F Sand
53	%Silt
27	%Clay
9	"R" Value (Corrected)



	CBE Total Req.	Credit	Actual Thick.	
		3	14	A.C.-Final
		2	24	A.C.-Imm.
		2	2	Level
		12	12	Cr Base
	24	24	19	

OTHER RECOMMENDATIONS: F.C. = 3.5 (Cars 3.5)

Recommend the total thickness equal to the reported frost penetration (air)" or 12".

AASHO CLASSIFICATION:
A-6 (8)

MATERIAL SOURCES:
To be determined by the Engineer.

8-13-64

LLOYD P. SHAW

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by [signature] Staff Assistant Recommended by [signature] Engineer of Materials

Recommended by [signature] Asst. Construction Engineer Approved by [signature] Asst. State Highway Engineer

SECTION: [illegible] VALLEY-OAK SPRINGS ROAD

HIGHWAY: THE DALLES-CALIFORNIA (PA 4)

COUNTY: [illegible]C

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 480 (Total)

B. Future ADT 1224 (Total)

C. Mean ADT 852 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 11 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$= 5.5% x (C) 952 = 52

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 52 x (H) 100 % = 52

TRAFFIC COEFFICIENT = K (I) 0.119

where K = 4.664

= 7.4

AASHO COMPARISON

Autos in design lane=952-52=476-52=424x0.0002
= 0.08
52x0.200 = 26.6
26.7 = 12 kip single axles per day.

R=0, S=3.2, P_t=2.5

3N=3.14-0.14

=29.1 Crushed Stone Equivalent

SECTION: IVOH VALLEY-OAK [illegible] ROAD

HIGHWAY: THE DALLES-CALIFORNIA (FA 9)

COUNTY: [illegible]

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Part of the design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration
10. Stimulation of Competition: Not a consideration
11. Construction Consideration: No special problems
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not a consideration
13. Traffic Safety: No unusual problems
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Not a consideration

CONCLUSION AND REMARKS:

No cost comparison made for this section, as it is about 2 miles in length, (short) and there is no PCC pavement in the immediate area.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
REVISED PROJECT BASE DESIGN

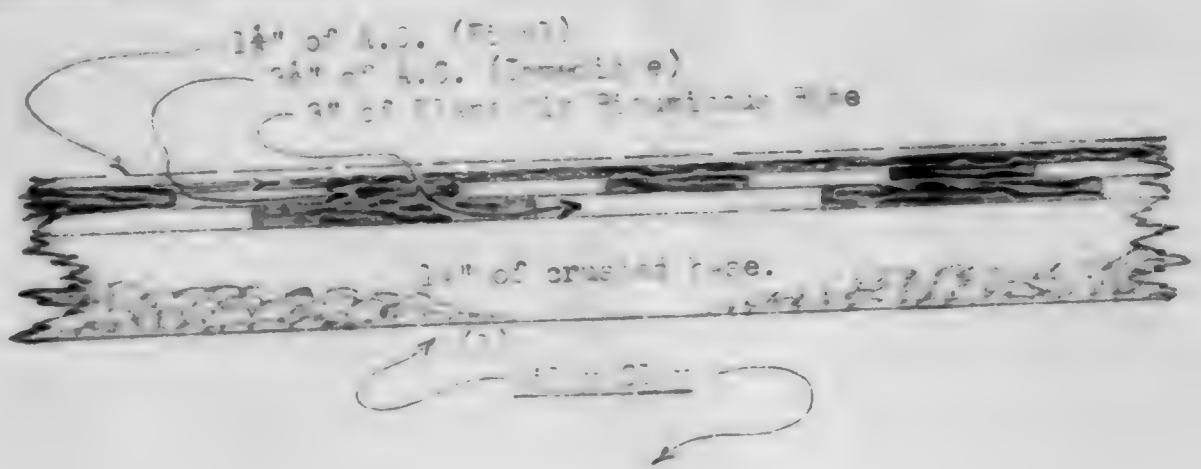
Section WEBFOOTS ROAD-McKENZIE HIGHWAY Highway EUGENE-SWEET HOME (FA 5 1C0) County LANE Prefix _____

Res. Engr. _____ Approx. Length _____ Miles. Sta. _____ to Sta. _____ Date 5-14-54

Truck A.D.T. 425 Traffic Coefficient 3.6 18 kip s.a. per day 306.0.

Annual Precipitation 30"± Frost Penetration - - - - - - - -.

(1)
Typical Soil
30 LL
10 PI
24 %P 10
22 %P200
14 %Gravel
2 %C Sand
10 %F Sand
30 %Silt
% %Clay
1[illegible] "R" Value (Corrected)



	CBE Total Req.	Credit	Actual Thick.	
		3	3	AC-Fine
		2½	2½	AC-Coarse
		6	6	Plant Mix
		1-	1-	Crushed Rock
	[illegible]	[illegible]	[illegible]	

AASHO CLASSIFICATION:
A-[illegible] (8)

MATERIAL SOURCES:
To be determined by the Engineer.

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by J. W. Yarbrough
Staff Assistant

Recommended by G. W. Hurlburt
Engineer of Materials

Recommended by L. L. Barker
Asst. Construction Engineer

Approved by Lloyd P. Shaw
Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
REVISED PROJECT BASE DESIGN

Section HIGHWAYS ROAD-McKENZIE HIGHWAY Highway [illegible] (FA 5 LCC) County L. C. Prefix _____

Res. Engr. _____ Approx. Length _____ Miles. Sta. _____ to Sta. _____ Date 6-30-64

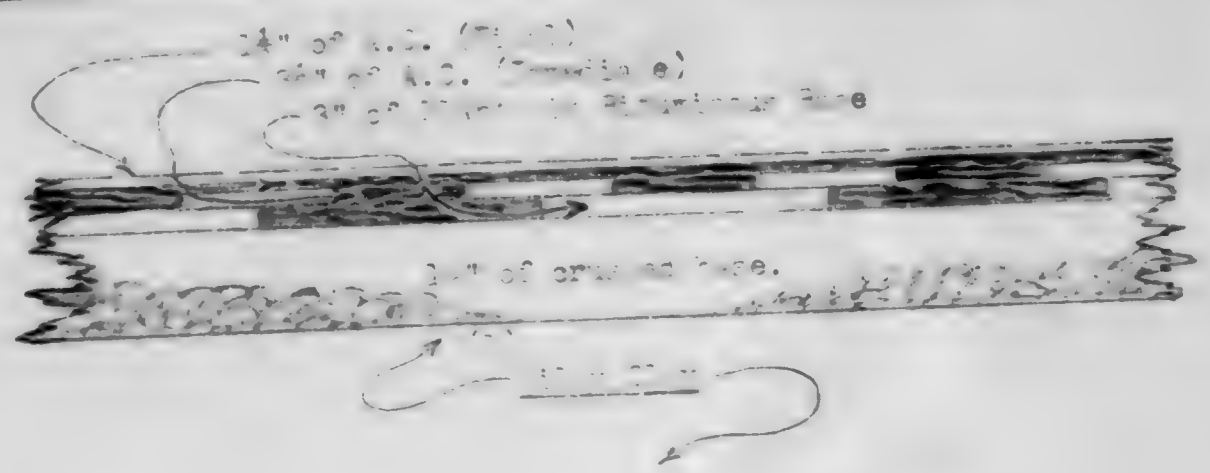
Truck A.D.T. 425 Traffic Coefficient 3.6 18 kip e.a. per day 306.0.

Annual Precipitation 30"± Frost Penetration - - - - - - - .

(1)

Typical Soil

38	LL
10	PI
94	%P 10
78	%P200
14	%Gravel
2	%C Sand
10	%F Sand
30	%Silt
[illegible]	%Clay
[illegible]	"R" Value (Corrected)



CBE Total Req.	Credit	Actual Thick.	
	3	1½	AC-Top Lift
	7	[illegible]	AC-[illegible]
	[illegible]	3	Type "B"
	1½	1½	Crushed
[illegible]	[illegible]	[illegible]	

AASHO CLASSIFICATION:
[illegible]-6 (8)

MATERIAL SOURCES:
To be determined by the Engineer.

cc:
B.F.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by [signature] Staff Assistant

Recommended by [signature] Engineer of Materials

Recommended by [signature] Asst. Construction Engineer

Approved by [signature] Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
REVISED PROJECT BASE DESIGN

ALTERNATE

ALTERNATE

Section HIGHBANKS ROAD-McKENZIE HIGHWAY Highway EUGENE-SPRINGFIELD (FA 5 LOOP) County LANE Prefix

Res. Engr. Approx. Length 2.7 Miles. Sta. 327± to Sta. 470± Date 8-14-64

Truck A.D.T. 435 Traffic Coefficient 9.6 18 kip s.a. per day 304.8.

Annual Precipitation 38"± Frost Penetration - - - -.

(1)

Typical Soil
32 LL
10 PI
84 %P 10
72 %P200
16 %Gravel
2 %C Sand
10 %F Sand
30 %Silt
42 %Clay
17 "R" Value (Corrected)

AASHO CLASSIFICATION:
A-6 (8)

MATERIAL SOURCES:
To be determined by the Engineer.

1½" of A.C. (Final)
3½" of A.C. (Immediate)
3" of Plant Mix Bituminous Base
5" of crushed base
9" of Imported Subbase Material (1)
Silty Clay

CBR Total Req.	Credit	Actual Thick.	
	3	1½	AC-Final
	7	3½	AC-Im
	4½	3	PMBB
	5	5	Cr Base
	9	9	I.S.M.
28½	28½	22	

*Recommend top size of 4", 0-8% maximum pass the #200 sieve, and to meet all requirements for base except gradation.

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by F W Galbraith
Staff Assistant

Recommended by
Engineer of Materials

Recommended by
Construction Engineer

Approved by Lloyd C. Lewis
Asst. State Highway Engineer

Type 2

SECTION: [illegible]

HIGHWAY: [illegible]

COUNTY: [illegible]

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 4000 (Total)

B. Future ADT 7600 (Total)

C. Mean ADT 5800 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 15 (ADT basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 7.5% x (C) 5800 = 435

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 435 x (H) 100 % = 435
Adjusted Truck Count

TRAFFIC COEFFICIENT = K (I) 0.119
where K = 4.504

= 0.6

Auto in design lane=5800x.5= 2900-435=2465

2465+5=493x0.0002= 0.3

435÷0.700 = 304.5

304.5 = 19 kip single axles per day

R=17, [illegible]=4.0, P=2.5

SN=4.0+0.14

=18.6 Crushed Base Equivalent

S[illegible] IH [illegible]

[illegible] (T. C. I. C. I.)

[illegible]: I. F. [illegible]

[illegible]

Principal Factors [illegible]

1. Traffic Classification: See attached chart

2. Soils Characteristics: See design chart attached

3. Weather: See design chart attached

4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
Remarks: _____

5. Cost Comparisons: [illegible]

Secondary Factors [illegible]

6. Adjacent Existing Pavements: [illegible]

7. Stage Construction: [illegible]

8. Depressed, Surface, or Elevated Design: [illegible]

9. Conservation of Aggregates: [illegible]

10. Stimulation of Competition: [illegible]

11. Construction Considerations: [illegible]

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: [illegible]

13. Traffic Safety: [illegible]

14. Availability of an Adequate Supply of Local Materials or of Locally Commercially Produced Paving Mixes: [illegible]

CONCLUSION AND REMARKS:

No cost comparison made for this unit. This is a borrow section and will have an average fill height of about 8 feet. Some settlement is anticipated. The sections on either side of this project are Asphaltic Concrete and continuity of pavement type would be desirable.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
REVISED PROJECT BASE DESIGN

Section DELANO - PATTON Highway COLUMBIA RIVER (FA 1) County COLUMBIA Prefix S-1875

Res. Engr. _____ Approx. Length 2.0 Miles. Sta. 2053± to Sta. 2900± Date 8-17-64

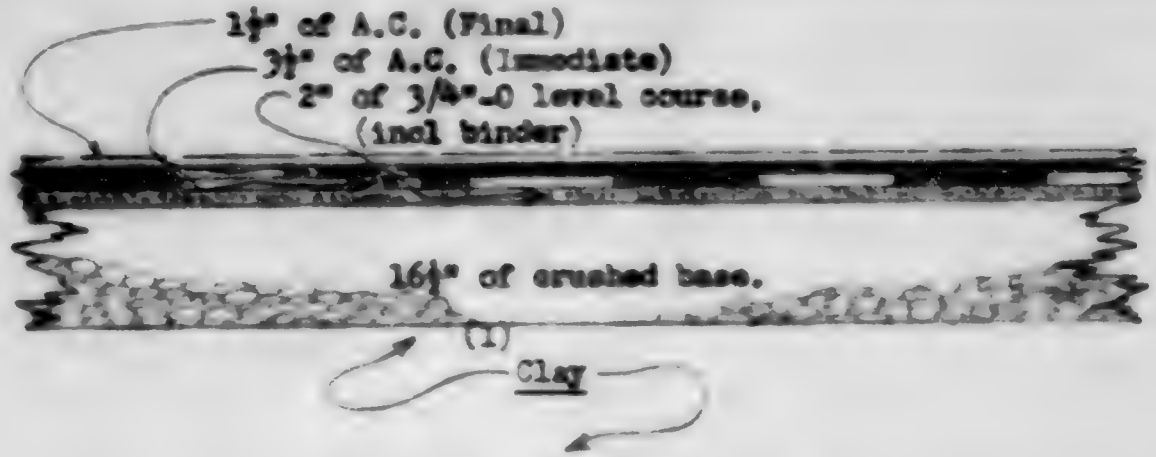
Truck A.D.T. 124 Traffic Coefficient 8.2 18 kip s.a. per day 86.9.

Annual Precipitation 65"± Frost Penetration - - - - - - - -.

(1)
Typical Soil
72 LL
39 PI
100 %P 10
89 %P200
0 %Gravel
2 %C Sand
9 %F Sand
34 %Silt
55 %Clay
2 "R" Value
(Corrected)

AASHO CLASSIFICATION:
A-7-6 (20)

MATERIAL SOURCES:
To be determined by the Engineer.



	CBE Total Req.	Credit	Actual Thick.	
		3	1½	AC-Final
		7	3½	AC-Int
		2	2	Level
		16½	16½	Cr Base
	28½	28½	23½	

OTHER ROADS	T.C.	Wear. Surf.	Level	Base			
County & City Approach	4.3	1½"	2"	10"	15"	15"	13½"
Private Approach	3.5 (Cars Only)	2" of 3/4"-0		10"	12"		12"

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by _____ Staff Assistant Recommended by _____ Engineer of Materials

Recommended by _____ Asst. Construction Engineer Approved by _____ Asst. State Highway Engineer

SECTION: DELANA - RAINER

[illegible]: COLUMBIA RIVER (FA 1)

COUNTY: COLUMBIA

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 1200 (Total)

B. Future ADT 2100 (Total)

C. Mean ADT 1650 (ALT)

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 15 (Both lanes)

G. Trucks (in one direction) 7.5% (C) 1650 = 124

H. % Trucks in Design Lane 100

I. Trucks in Design Lane (G) 124 x (H) 100 % = 124

AASHO COMPARISON

Autos in design lane=1650÷2=825-124=701
701x0.0002= 0.1
124x0.700 = 86.8
86.9 = 18 kip single axles per day

TRAFFIC COEFFICIENT = A (I) [illegible]
where A [illegible]

= 8.2

R=2, S=2.7, P_t=2.5
SN=3.87+0.14
=27.6 Crushed Base Equivalent

[illegible]: DELAWARE - MAINE

[illegible]: COLUMBIA RIVER (FA 1)

[illegible]: OLYMPIA

[illegible] [illegible]:

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See [illegible] attached
3. Weather: See [illegible] attached
4. Performance of Similar Pavements in Area: Good __X__ Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Part of the design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of [illegible]: Not a consideration
10. Stimulation of Competition: Not a consideration
11. Construction Considerations: No special problems
12. Municipal Preference, Participating Local Government Preference, or Recognition of Local Industry: Not a consideration
13. Traffic Safety: No unusual problems
14. Availability of an Adequate of Local Materials or of Local Commercially Produced Paving Types: Not a problem

CONCLUSION AND REMARKS:

No cost comparison made for this project. Asphaltic Concrete was selected for the following reasons:

This unit runs through an area of known slide activity. A portion of roadway will be constructed on high fills and some subsidence is anticipated.

FORM E-30 50M 12-63 54678

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 27, 1964

SUBJECT:

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

B U I L D I N G

It is the Highway Engineer's request that the section from Tygh Valley to Oak Springs Road, M.P. 36.84 to M. P. 39.32, be prepared for contracting. Very rough estimates indicate that this project will cost something over $800,000. Mr. Young informs me that we have in excess of $600,000 remaining in the bond fund balance, and the difference will have to be made up with State funds as part of next year's State Construction Program.

Will you please proceed with the preparation of the project so that right-of-way can be acquired and the project contracted the latter part of 1964.

R. L. Porter
Deputy State Highway Engineer

RLP:ms

Letter to Wagner 5-28

Comm. confirmed previous action appearing construction Item 3K July 64

(A - B)

So. Unit, Butler Canyon – Oak Springs Co. Rd.

M.P. 36.84 – M.P. 39.32

Grade & Pave	$800,000	
Structures	~~~~	
Right of Way	20,000	
Est. Const. Cost	$820,000	(2.04 Mi)

(B - C)

Oak Springs Co. Rd. – Jct. Wapinitia Hwy

M.P. 39.32 – M.P. 42.74

Grade & Pave	$450,000	
Structures	~~~~	
Right of Way	20,000	
Est. Const. Cost.	$470,000	

NOTED
R. L. PORTER

RECEIVED
JUN 8 - 1964
FOR FILING

EBF

Salem, Oregon
June 8, 1964

Tygh Valley-Oak Springs Road
The Dalles-California Highway

Mr. F. D. Morgan
Construction Engineer
Building

Attention: D. J. Barbee

With reference to your letter of June 2, Mr. Cooper approved use of 4:1 slopes as you suggested but desires that ditch dimensions be held to a minimum and any possible saving in total width due to that treatment be used in flattening slopes. This should result in a slope index somewhat flatter than 4:1 through much of the project.

If waste material is available and right-of-way limits permit, use it to flatten fill slopes.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

FORM E-80 50M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1964

SUBJECT: Tygh Valley-Oak Springs
Road Section
The Dalles-Calif. Hwy.

To: Mr. L. P. Shaw
Ass't. State Hwy. Engr.
BUILDING

In reply to your letter of May 28, 1964, on subject section, I wish to advise that the survey was approved August 9, 1962. The plans are completed and right of way has been purchased.

The plans on this section were made on the old standards and have 4:1 rock and ditch slopes. As this section is relatively heavy work and the sections to the north have been constructed with these slopes, I would recommend that the 4:1 rock and ditch slopes be approved.

Please advise.

F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Ass't. Construction Engineer

DJB:ra

Use the new ditch and flatter slopes as provided. If any write use to flatter slopes

RECEIVED
JUN 3 1964
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

Salem, Oregon
May 28, 1964

Mr. F. D. Morgan
Construction Engineer
B u i l d i n g

Mr. Porter has ordered preparation of a project from Tygh Valley to Oak Springs Road on The Dalles-California Highway so that right of way can be acquired and the project placed under contract in the latter part of 1964. This is the project on which a location survey is now complete and which was discussed with Mr. Tebeau recently.

Please proceed with this matter at once, thus providing as much time as possible for right-of-way negotiation.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

34-8301 Quartz Cr.-Cornell Rd. Sec., Sunset Hwy., W. of Beaverton 1964

#6510

RECEIVED
JUL 20 1965
FOR FILING
34-8301
6510

July 16, 1965

Oregon Automobile Insurance Company
501 Equitable Building
Portland 4, Oregon

Gentlemen:

Contract No. 6510 awarded to Vanaken Sand and Gravel Company for rock production on the Quarts Creek-Cornell Road Section of the Sunset Highway in Washington, Tillamook, and Clatsop Counties, was completed on June 17, 1965, and accepted by the Highway Commission on July 15, 1965.

Final payment in the amount of $2,824.26 will be released to the contractor after July 23, 1965. The total contract amount is $53,782.53, and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Vanaken Sand & Gravel Company
P. O. Box 247
Forest Grove, Oregon

Waits & Wieber Insurance
1831 Pacific Avenue
Forest Grove, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JUL 16 1965
FOR FILING

34-8301

6510

July 15, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed June 17, 1965, on Contract No. 6510. The contract was with Vanaken Sand and Gravel Company and was for rock production on the Quarts Creek-Cornell Road Section of the Sunset Highway in Washington, Tillamook and Clatsop Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 15, 1965, and that you concur in this procedure at the Commission meeting on August 24.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

Floyd Query
cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. W. Rulien

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: QUARTZ CR. - CORNELL RD.		WEEK ENDING: June 26, 1965
		SECTION PREFIX: 34 - 8301
HIGHWAY: Sunset		COUNTY: Washington
NAME OF JOB: QUARTZ CR. - CORNELL RD.	KIND OF WORK: Rock Production	
CONTRACTOR: Vanaken Sand & Gravel Co.	CONTRACT NUMBER: 6510	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: October 9, 1964	DATE WORK STARTED: October 26, 1964	ESTIMATED COMPLETION DATE: June 17, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 279	WORK DAYS USED CALENDAR DAYS USED 251
PROJECT AUTHORIZATION $ 59,692.50	SPECIFIED COMPLETION DATE: July 15, 1965	PERCENT OF TIME ELAPSED: 90
EXCLUSIVE OF ENGINEERING $ 55,447.70	ENGINEERING AUTHORIZATION $ 4,244.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 53,611.27	ENGINEERING COST TO DATE $ 4750.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 3.3 %	PERCENT OF AUTHORIZATION 111.9%	DATE PROJECT WAS COMPLETED: June 17, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD 100		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)					14,000		
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					14,036.5		
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Overcast			
THURSDAY	Fair			
FRIDAY	Overcast			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
June 20 SUNDAY	
21 MONDAY	
22 TUESDAY	
23 WEDNESDAY	
24 THURSDAY	
25 FRIDAY	
SATURDAY	

REMARKS

One man working in the office on the semi-final estimate. The semi-final estimate will be submitted next week.

SIGNED James W. Cochell LOCATION Beaverton

James W. Cochell

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES.

SP*F216

RECEIVED
OCT 12 1964

FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
October 9, 1964

Vanaken Sand & Gravel
P. O. Box 247
Forest Grove
Oregon

Gentlemen:

The State Highway Commission on October 9, 1964, awarded to you State Highway Contract No. 6510 for the following project:

Rock production on the Quarts Creek-Cornell Road Section of the Sunset Highway in Washington County.

This award was based on your low bid of $53,060.00 which was submitted to the Commission on October 6, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

S-222(5) Hellgate Br. Sec., FAS 594, S.E. of Galice (Grad.) 1964

#6511

OREGON STATE HIGHWAY DEPARTMENT

FORM A-190 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 87358

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-11-66	66 9[illegible]		517-1069-997

NOTED
RICHARD UNREIN

Josephine County
Courthouse
Grants Pass, Oregon

Attn: Board of Commissioners

NOTED
H. S. COX

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Bellgate Pilot Section, FS 54 covered by agreement dated January 30, 1964.			
County advance deposit		23,[illegible].00	
Amount previously transferred		15,000.00	
Amount retained			[illegible].00
County share construction costs		21,77[illegible].94	
Amount previously transferred		15,000.00	
			[illegible],77[illegible].94
To be refunded			2,021.06

RECEIVED
MAR 14 1966
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF FILING REQUIRED

NOTED
DON HARWELL

FORM S-139

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 11, 1966

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

NOTED
RICHARD UNREIN

Josephine County Board of Commissioners
Courthouse
Grants Pass, Oregon

NOTED
P. B. Arensmeier

NOTED
H. S. COX

NOTED
R. H. PRANGE

Gentlemen:

Final costs, as shown in the enclosed cost statement, are now available on:

Hellgate Bridge Section
Contract 6511
FAS 594

In accordance with an agreement dated January 30, 1964 the amount of $2,021.06 is due the County. You will receive a refund in this amount.

Very truly yours,

H. S. Cox
County and City Engineer

By

Verne R. Jones
Verne R. Jones
Planning Engineer

VRJ:mm
Encl.

NOTED
DON HARWELL

NOTED
V. R. JONES

STATE COPY

RECEIVED
SEP 10 1965

Monthly transaction number 9-51	FORM PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number S-222(5) 8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 9-3-65	County Josephine
		Project number S-222(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 2, 19 64, is hereby modified as follows:

Revised estimated total cost of project $ 119,173.00

Revised Federal funds $ 75,615.50

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 3rd day of September, 19 65.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

NOV 9 - 1964 18

PROJECT REPORT NO.

FOR FILES

FORM PR-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

11-2-64

STATE: Oregon

COUNTY: Josephine

PROJECT NO.: S-222(5)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. N.W. of Merlin 6 to 6.4 miles

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-11-64	0.397
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 116,436.00	$ 73,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd J. Stone

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By: A. W. Persons
(Division Engineer)

By: L. R. Bucklund, Administrative Mgr.

Date executed by Division Engineer NOV 2 1964

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8906-P64

Oregon State Highway Department

Federal Aid Secondary
Project No. S-222(5)

HELLGATE BRIDGE SECTION OF FAS 594

IN JOSEPHINE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 21, 1964

Type Code 0010
Roadway (Sta. 527+00 to Sta. 555+00) (Contract No. 6505)

Clearing and Grubbing	All Required		$ 14,700.00
Drainage Excavation, Unclassified	70 cu.yds.	$ 1.50	105.00
General Excavation, Unclassified	127,000 cu.yds.	0.68	86,360.00
Finishing Roadbed and Slopes	0.40 miles	2,500.00	1,000.00
18-inch Culvert Pipe	66 lin.ft.	5.00	330.00
24-inch Culvert Pipe	108 lin.ft.	7.00	756.00
Salvage and Reinstall Culvert Pipe	50 lin.ft.	10.00	500.00
Detour Road Surfacing	500 lin.ft.	0.80	400.00
Sprinkling	300 M-gal.	4.00	1,200.00
	Subtotal		$105,351.00
Flagging	All Required		$ 500.00
	Subtotal		$105,851.00
	10% Engr. & Cont.		10,585.00
	Total		$116,436.00

Length of Roadway - - - - - - - - - - - 0.397 miles
Length of 1 Structure - - - - - - - - - 0.133 miles (Exception)
Total Length- - - - - - - - - - - - - - 0.530 miles
Cost of Roadway per Mile- - - - - - - - $293,289.67

Federal Funds -	$ 73,000.00
State Funds -	21,718.00
County Funds -	21,718.00
Total Cost- - - - - - - - -	$116,436.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
MAY 19 1965
FOR FILING

May 18, 1965

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On May 3, 1965, we wrote to you concerning release of final payment on Contract No. 6511 awarded to J and T Construction, Inc., for grading the Heilgate Bridge on FAS 594 in Josephine County.

Final payment on this contract is $5,267.55 and the total contract amount is $113,131.54, including $7,008.33 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc J and T Construction Inc.
P. O. Box 502
Springfield, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
MAY 3 - 1965
FOR FILING

6511

April 30, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed April 8, 1965, on Contract No. 6511. The contract was with J & T Construction, Inc., and was for grading on the Hellgate Bridge Section of the FAS 594 highway in Josephine County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective April 30, 1965, and that you concur in this procedure at the Commission meeting on June 1.

It is assumed that if you have no objections to this action, and you do not advise us to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

TE:bg

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER		WEEK ENDING: April 24, 1965
SECTION: Hellgate Bridge		SECTION PREFIX: 517-1062
HIGHWAY: County Rd. FAS 594		COUNTY: Josephine
NAME OF JOB: Hellgate Bridge	KIND OF WORK: Grading	
CONTRACTOR: J & T Construction	CONTRACT NUMBER: 6511	FEDERAL AID PROJECT NUMBER: S-222(5)
DATE OF CONTRACT: 10-9-64	DATE WORK STARTED: 10-28-64	COMPLETION DATE: 4-8-64
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED Completion Date 9-1-65	WORK DAYS USED: -
PROJECT AUTHORIZATION: $ 119,082.37	ENGINEERING AUTHORIZATION: $ 8,468.08	PERCENT OF TIME ELAPSED: 55%
EXCLUSIVE OF ENGINEERING: $ 110,614.29	ENGINEERING COST TO DATE: $ 5,950.83	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 113,131.54	PERCENT OF AUTHORIZATION: 70 %	100%
ESTIMATED PERCENT: OVERRUN 2.2 %	DATE PROJECT WAS COMPLETED: April 8, 1965	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100 %	100 %	100%					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.40				
MILES PARTIALLY COMPLETED	-				
MILES COMPLETED	0.40				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	127,000				
TOTAL QUANTITIES CORRECTED TO DATE	130,992				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	130,992				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT	-	-	-	-	

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain		- - -
MONDAY	Showers		
TUESDAY	Cloudy		
WEDNESDAY	Showers		
THURSDAY	Clear		
FRIDAY	Cloudy		
SATURDAY			

NOTED
W.R. CHES

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Completed semi-final estimate on Tuesday of this week and mailed date to Division Office.

- FINAL REPORT -

- FINAL REPORT -

- FINAL REPORT -

- FINAL REPORT -

SIGNED C. S. [illegible] Resident Engineer

ADDRESS P. O. Box 306 Grants Pass, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

FORM S-30X—80M—7-64 SP 6280-724

FAS 594

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 16, 1965

NOTED
H. S. COX

To: Mr. L. R. Chandler
Division Engineer, Division III

SUBJECT: File 37208, Oregon 015675
Hellgate Bridge-Brockman Gulch Section
Merlin-Galice County Road
Josephine County

Contract 6511
L-2227(2)

RECEIVED
MAR 17 1965
ENGINEER
COUNTY & CITY DIVISION

We are attaching two copies of the Land Office Decision Oregon 015675 covering the right of way applied for by the State on September 15, 1964, for the above-listed section and highway.

The issuance of this decision completes our file.

EARL F. SALING
Right of Way Office Manager

WC
ls
Attach: Decision in duplicate

cc: Mr. Floyd Query
(With orig. Decision & print)

County-City Division
(With 2 copies Decision)

You may send a copy of the Decision to the county, if you wish.

100.7K
Oregon 015675
2234 R/W

C O P Y

File No. 37208

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Land Office
710 N. E. Holladay Avenue
Portland 12, Oregon

DECISION March 11, 1965

RIGHT OF WAY GRANTED

Details of Grant

Serial number of grant - - - - - - - - - -	Oregon 015675
Name of grantee- - - - - - - - - - - - - -	Oregon State Highway Department
Map showing the location and dimensions of grant:	
Map designations - - - - - - -	Oregon State Highway Department Drg. No. 10C-44-3 (August 1964) designated Exhibit A
Date filed - - - - - - - - - -	September 16, 1964
Permitted use by grantee - - - - - - - -	Highway Relocation
Authority for grant- - - - - - - - - - -	Act of Aug. 27, 1958 (72 Stat. 885 et seq.; 23 U.S.C. 317)
Regulations applicable to grant: Code reference - - - - - - - -	43 CFR 2234
Circular numbers - - - - - - -	2161
Date of grant- - - - - - - - - - - - - -	March 11, 1965
Expiration date of grant - - - - - - - -	None

Terms and Conditions of Grant

Pursuant to the authority vested in the undersigned by Order No. 664 of the Director, Bureau of Land Management, dated ~~August 28, 1961 (26 F.R. 8216)~~ *as amended a right of way, the details of which are shown above, is hereby granted, subject to the following terms and conditions: *July 23, 1964 (29 F. R. 10526)

1. All valid rights existing on the date of the grant.
2. All regulations in the circulars specified above.
3. Further terms and conditions as follows:

A. Subject to Section 24, Federal Power Act of June 10, 1920, as amended.

Erling A. Olson /s/

Erling A. Olson
Assistant Manager
Lands Adjudication Branch

Enclosures: Circ. 2161
Form 1510-11

Distributions:

Orig. : File
Dup. Orig. : Grantee
cc: D.M., Medford
cc: Bureau of Public Roads (3)

*) Form 1510-11 (formerly 4-1634) attached.

STATE OF OREGON)
)
COUNTY OF MULTNOMAH)

I, Earl M. Hall, a Notary Public in and for the said County and State, do hereby certify that on this the 11th day of March, 1965, before me personally appeared Erling A. Clason, being to me personally well known and known by me to be the Assistant Manager, Lands Adjudication Branch, Bureau of Land Management, and acknowledged that the foregoing instrument bearing date of March 11, 1965, was executed by him in his official capacity and by authority in him vested by law, for the purpose and intents in said instrument described and set forth, and acknowledged the same to be his free act and deed as Assistant Manager, Lands Adjudication Branch, Land Office Bureau of Land Management.

Witness by hand and seal this 11th day of March, 1965.

Earl M. Hall /s/

Notary Public for Oregon

(SEAL)

Residing at Portland, Oregon

My Commission expires Dec. 15, 1966.

FORM E-122

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 26, 1964

NOTED
H. S. COX

RECEIVED
NOV 2 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
DON HARWELL

Mr. Richard R. Templin, Jr.
Josephine County Engineer
Courthouse
Grants Pass, Oregon

Hellgate Bridge Section
FAS 594, Josephine County
File 37208

Dear Mr. Templin:

Attached is a copy of a statement from Medford B.L.M. District Office dated October 20, 1964, showing a billing in the amount of $17.13 for timber on the right-of-way on the above project.

Will you please have this bill paid so that the contractor will not be held up in his operation. It would also be appreciated if you will notify this office when the bill has been paid in order to complete our records.

Very truly yours,

H. S. Cox
County and City Engineer

By R. H. Prange
R. H. Prange
Field Engineer

Note 7

RHP:mm
Att.

cc: Board of County Commissioners

Warrant mailed to Bureau of Land Management, Medford, Oregon, on October 30, 1964, covering above billing.

Josephine County Road Department
Courthouse
Grants Pass, Oregon

NOTED
V. R. JONES

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
District Office
1103 S. Riverside
Medford, Oregon 97501

IN REPLY REFER TO:
36-110 N.J A
2234.2
Oregon 015675

2 1964

Oregon State Highway Department
Salem, Oregon 97301

Gentlemen:

A field examination has been made of your proposed right-of-way for the relocation of the Hellgate Bridge in Sections 4 and 9, T. 35 S., R. 7 W., Will Mer.

Our appraisal indicates that the following amount of timber will be cut on this right-of-way.

Douglas-fir	0.2/M	@ $25.20	=	$ 5.04
Ponderosa pine	0.3/M	@ 34.40	=	10.32
Incense-cedar	0.2/M	@ 8.85	=	1.77
	0.7/M			$17.13

Please submit a check to this office made payable to the Bureau of Land Management in the amount of $17.13.

Sincerely yours,

Kenneth N. Jensen
Assistant District Manager

cc: Land Office

NOTED
R. H. PRANGE

NOTED
R. M. ALLISON

October 26, 1964

NOTED
NOTED
JOHN HARWELL
H. S. COX

NOTED
P. B. Arensmeier

Mr. Richard R. Templin, Jr.
Josephine County Engineer
Courthouse
Grants Pass, Oregon

Hellgate Bridge Section
FAS 594, Josephine County

File 37208

NOTED
V. R. JONES

Dear Mr. Templin:

Attached is a copy of a statement from Medford B.L.M. District Office dated October 20, 1964, showing a billing in the amount of $17.13 for timber on the right-of-way on the above project.

Will you please have this bill paid so that the contractor will not be held up in his operation. It would also be appreciated if you will notify this office when the bill has been paid in order to complete our records.

Very truly yours,

H. S. Cox
County and City Engineer

By

R. H. Prange
Field Engineer

RHP:mm
Att.

cc: Board of County Commissioners

bc: Earl Saling

NOTED
R. M. ALLISO

October 9, 1964 F.

Mr. Richard L. Templin, Jr.
Josephine County Engineer
Courthouse
Grants Pass, Oregon

NOTED
DON HARWELL

NOTE
E. S. C.

File 37208

NOTED
R. H. PRANGE

Dear Mr. Templin:

Enclosed is a grant of advance permission from the Bureau of Land Management to proceed with the construction of the Hellgate Bridge-Brockman Gulch Section, FAS 594. Your attention is directed to the underlined paragraph relating to merchantable timber. Since payment for such is a county obligation, we will leave it to your good judgment as to when and how any payment is made to the B.L.M. for whatever timber is considered merchantable.

If this office can be of any further service, please advise.

Very truly yours,

E. S. Cox
County and City Engineer

By

R. H. Prange
Field Engineer

RHPjms
Encl.

cc: Board of County Commissioners
Mr. Earl Saling, R/W Division

NOTED
V. R. JONES

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Land Office
710 N.E. Holladay
Portland, Oregon 97232

IN REPLY REFER TO:

100.7m
Oregon 015675
17.0

Your reference:
File 37208

Hellgate Bridge-
Brockman Gulch
Merlin-Galice
County Rd.
Josephine County

OCT - 2 1964

Oregon State Highway Department
Salem, Oregon 97310

Gentlemen:

This refers to your request for permission pursuant to 43 CFR 2234.1-3(b) formerly 43 CFR 244.8 in enclosed Circulars 1915, 2004, and 2084, to commence construction work and to use and occupy the public land for which you made application in Oregon 015675.

Permission is granted to proceed at your own risk subject to existing valid rights, and to the conditions specified below. This grant of advance permission is not a commitment that your application for right of way will be approved. If it is approved, the right is reserved to impose any requirements within the scope of applicable laws and regulations and conditions precedent to the approval of the right of way. The permission hereby granted is revocable at will and is subject to all pertinent requirements of 43 CFR 2234 (formerly 43 CFR 244, Subparts A and G in the Circulars identified above), and is subject to the attached Form 1510-11 (formerly Form 4-1634).

One of these requirements is that any merchantable timber on the right of way must be paid for prior to cutting of same. Preliminary examination indicates that there is some timber involved.

This advance permission is also subject to Section 24 of the Federal Power Act of June 10, 1920 (40 Stat. 1063), as amended.

Sincerely yours,

Douglas E. Henriques
Manager

Enclosures: (4)

RECEIVED
OCT - 6 1964
OREGON
STATE HIGHWAY COMMISSION

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

RECEIVED
SEP 15 1964
ENGINEER
COUNTY & CITY DIVISION

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

County - City Division

September 15, 1964

Manager, Land Office
Bureau of Land Management,
710 N. E. Holladay
Portland, Oregon 97232

Attention: Chief, Lands Section

File 97208
Merlin-Galice County Road
Josephine County

FAS 594
Letting
Oct 6, 64

NOTED
R. M. ALLISON

Dear Sir:

We are enclosing a tracing and four prints thereof, showing a right of way of a minimum width of 120 feet on each side of the center line, desired by the State of Oregon, by and through its State Highway Commission, in

T. 35 S., R. 7 W., W. M., Josephine County,
Sec. 10, SW¼NW¼, NW¼SW¼;
Sec. 9, NE¼SE¼;
Sec. 4, SE¼SE¼, SW¼SE¼;

RW Certificate to BPR 5-6-65

for relocating the Holligate Bridge-Brockman Gulch Section of the Merlin-Galice County Road, FAS Route No. 594.

The State of Oregon, by and through its State Highway Commission, hereby makes application for this land under the Act of August 27, 1958, (72 Stat. 845-846; 23 U.S.C. 317), pursuant and subject to the regulations contained in 43 CFR 2234.

The State of Oregon is making this application on behalf of the County of Josephine. A right of way was granted under Oregon 04687 dated February 24, 1956, on this same section. Part of this right of way was reconstructed. The County paid $75.15 direct to the District Forestry Office on December 15, 1955, for 3,000 board feet of Douglas fir. The county engineer advises there is no merchantable timber on the revised right of way.

The area shown as cross-hatched on our filing map is a part of the original right of way, which cross-hatched area we hereby relinquish when the new decision is issued. The County wishes to retain the original right of way not cross-hatched, as they have a park further down the river.

NOTED
V. R. JONES

The right of way in the SE¼NE¼ of Sec. 10 remains the same. There is a transposition of figures in Section 467-35.50. This should be 478-35.50. Please consider this application and map as superseding the prior approval under Decision [illegible]. There is no change in alignment, area or width, [illegible] the corrected description.

To complete the application, we are enclosing three copies of the stipulation regarding non-discrimination. We will expect your decision when the necessary field reports are received in your office.

Very truly yours,

L. I. LINDAS
Chief Counsel

[illegible]
Assistant Counsel

MC:ls
Encs. 2 cc letter, 1 tracing,
4 prints & 3 copies stip.

cc: Bureau of Public Roads (1)
(with 3 prints & 3 copies
of stip.)

Mr. L. R. Chandler, with 3 prints

County-City Division

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 82920

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-19-64	CC 908		91-1062-297

NOTED
R. M. ALLEN

- Josephine County
- Courthouse
- Grants Pass, Oregon

Attn: Board of Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit	NOTED DON HARWELL		23,800.00
Partial transfer of advance deposit for the Hellgate Bridge Section, FAS 594.			15,000.00
To be retained	NOTED R. H. PRANGE		8,800.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

RECEIVED
OCT 20 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

October 6, 1964

NOTED
DON HARWELL

Josephine County
Board of Commissioners
Courthouse
Grants Pass, Oregon

NOTED
R. H. PRANGE

NOTED
P. B. Alexander

NOTED
R. M. ALLISON

Gentlemen:

On October 6, a satisfactory bid was received from J & T Construction Company of Springfield for constructing the Hellgate Bridge Section, Grading, on FAS 594. As per the agreement between State and County, the following advance deposit is required from the county prior to awarding of a contract:

Bid Items	$105,351.00
Flagging	500.00
Signing	--
Subtotal.....	$105,851.00
Engineering & C ontingencies, 12-1/2%	13,231.38
Estimated Total Cost	$119,082.38

County Advance Deposit:
20% of $119,082.38 = $23,816.48 or say $ 23,800.00

Please make this advance deposit in the amount of $23,800 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

There were fourteen bids received on this contract ranging from $105,351 to $157,782.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

NOTED
V R JONES

VRJ:mm

cc: Mr. R. L. Templin, County Engineer

Rec'd and sent to acct 12-4

B E DAVIDSON
COMMISSIONER

DONALD G McGREGOR
COMMISSIONER

LOUIS D RINGUETTE
COMMISSIONER

BOARD OF COUNTY COMMISSIONERS

JOSEPHINE COUNTY OREGON

COUNTY COURTHOUSE - GRANTS PASS, OREGON

NOTED
P. D. Arensmeier

NOTED
R. H. PRANGE

October 12 1964

NOTED
DON HARWELL

H. S. Cox
Division of City County Relations
Oregon State Highway Department
Salem, Oregon

Re: Hellgate Bridge Section
FAS 594

Dear Sir:

Please be advised that a commitment has recently been secured from the Bureau of Land Management for their construction of the Hellgate Bridge. Inasmuch as the bridge will be constructed with federal funds, we are withdrawing our request for designing of the Hellgate Bridge by the Highway Department.

Thank you for your cooperation in this matter.

Very truly yours,

Donald G. McGregor
Commissioner

Louis D. Ringuette
Commissioner

B E Davidson
Commissioner

RECEIVED
OCT 13 1964
ENGINEER
COUNTY & CITY DIVISION

RT:nes

Copy to Maintenance 10-13-64

MEMO, October 1, 1964

RE: Hellgate Bridge Section
FAS 594, Josephine County

As there has been considerable concern regarding the large amount, $580,000, of the preliminary estimated cost of the Hellgate Bridge, Mr. Bruce Davidson of the Board of Commissioners of Josephine County was contacted by telephone on October 1. Mr. Davidson stated that he had very recently contacted officials of the Bureau of Land Management who told him they were aware that the cost of the bridge on the realignment, on which a contract will be let for grading on October 6, was higher than originally contemplated. However, Mr. Conklin and Mr. Scofield from the B.L.M. assured Mr. Davidson that funds would be available to construct the bridge on the improved alignment possibly during the year 1965.

V. R. Jones, Planning Engineer
County and City Division

VRJ:mm

cc: L. P. Shaw
Ivan Merchant
Josephine County Board of Commissioners
R. L. Templin

REC
DEC 1-
FOR FI

October 12, 1964

J and T Construction, Inc.
P. O. Box 502
Springfield, Oregon

AGENDA
NOV 2 4 1964
3b

Gentlemen:

The State Highway Commission on October 9 accepted your proposal for grading the Holigate Bridge Section of FAS 594 in Josephine County for the sum of $105,351 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6511.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fhs
cc Pac. Bldr. & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn.
Daily Journal of Commerce, Portland, Ore.

Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

MISC. PAYMENTS and AGREEMENTS No. 2755

RECEIVED
OCT 8 - 1964

FOR FILING

Salem, Oregon
October 7, 1964

Mr. H.S. Cox
County & City Engineer
Office

Attention: Mr. V.R. Jones
Planning Engineer

FAS-C Construction Agreement
Hellgate Bridge Section
FAS 594, Josephine County

Attached is a partially signed copy of FAS-C Construction Agreement with Josephine County covering the Hellgate Bridge Section of FAS 594 in Josephine County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Josephine County.

Secretary

rm
Attach: 1

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 3 Pages

RECEIVED OCT - 1966

Section HELLGATE BRIDGE Highway F.A.S. 594 County JOSEPHINE Prefix 517-1476

Res. Engr. A. L. Chapman Approx. Length 0.50 Miles. Sta. _____ to Sta. _____ Date 9-16-66

Truck A.D.T. 107 Traffic Coefficient 8.2 18 kip s.a. per day 74.9.

Annual Precipitation 35"± Frost Penetration - - - - - -.

(1) Does Not Pertain

Typical Soil
LL
PI
%P 10
%P200
%Gravel
%C Sand
%F Sand
%Silt
%Clay
"R" Value
(Corrected)

1½" of 0-11 Oil Mat.
2" of 3/4"-0 level course w/binder.
10" of crushed base.
Variable depths of selected rock. (Serpentine)

24.5	Abrasion
2.64	Sp. Gr.
1.1	Sodium Sulfate
23	LL (Degraded)
0	PI "

	CBR Total Req.	Granular	Actual Thick.	
		1½	1½	0-11
		2	2	Level
*Minimum Actual Thickness Requirements		10	10	Or Base
	13½	13½	13½	

AASHO CLASSIFICATION:

MATERIAL SOURCES:
To be determined by the Engineer.

Note:
State participation is for the grading. County to place base thru level and wearing surface. Project Base Design provided to assure ample subgrade width.
*For this particular traffic classification.

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Road Engineer

Submitted by W. J. Yarbrough, Staff Assistant. Recommended by G. M. Hanna, Engineer of Materials.

Recommended by A. F. Corbett, Construction Engineer. Approved by Lloyd P. Stone, Asst. State Highway Engineer.

SECTION: HELLGATE BRIDGE

FREEWAY: F.A.S. 504

COUNTY: JOSEPHINE

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 420 (Total)

B. Future ADT 800 (Total)

C. Mean ADT 610 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 35 (ADT Basis)(Unusually Heavy Logging Traffic)

G. Trucks (in one direction) $\frac{F}{2}$ 17½ x (C) 610 = 107

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 107 x (H) 100 % = 107

TRAFFIC COEFFICIENT = $K (I)^{0.119}$
where K = 4.669

= 8.2

SECTION: HELLGATE BRIDGE

HIGHWAY: F.A.S. 594

COUNTY: JOSEPHINE

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - County to place base, level, and oil mat

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Oil
7. Stage Construction: Not a consideration
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Furnished by County
10. Stimulation of Competition: Not a consideration
11. Construction Consideration: No special problems
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers an oil mat
13. Traffic Safety: No unusual problems
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: No problem for County

CONCLUSION AND REMARKS:

See item 5.
State participation is for grading.

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SEP 21 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 15, 1964

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Pacific Northwest Bell Telephone Company
Pacific Power and Light Company
COPCO Division

Construction Plans
Hellgate Bridge Section
FAS 720
Josephine Company

Gentlemen:

Herewith are construction plans for your use in the adjustment and/or protection of your facilities on the Hellgate Bridge Section.

Bids on this project will be received by the Oregon State Highway Commission on October 6, 1964.

Our Resident Engineer on this project will be Mr. A. L. Chapman, P. O. Box 306, Grants Pass 97526. Mr. Paul R. Barnhart, P. O. Box 1128, Roseburg 97470, is the Field Utilities Liaison Engineer for this area.

Very truly yours,

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

PGP:bjm
Enc.

cc: L. P. Shaw
L. R. Chandler
A. L. Chapman
P. R. Barnhart

Pacific Power and Light Company
Portland, Oregon
ATTN: Mr. R. H. Sallee

Josephine Co
pg 394

FORM E-30X—50M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 2, 1964

SUBJECT: File 23919, Oregon 04687
Hell's Gate Bridge-
Brockman Gulch Section
Merlin-Galice County Road

NOTED
R. M. ALLISON

To:
Mr. Frank Morgan
Construction Engineer
B U I L D I N G

NOTED
P. B. Ammsmeier

Attention Mr. Floyd Scott

This is a supplement to our letter of August 28, in regard to the revised Hell's Gate Bridge-Brockman Gulch right of way.

On Monday, August 31, we asked the Bureau of Land Management how they preferred to handle this revision. Mr. Henriques requested one map showing the old right of way and the new right of way, with the portion set out that the State and the county wishes to relinquish.

Bob Prange of the County-City Division personally contacted the county at Grants Pass on August 31. The county wishes to retain the old right of way as they have a park further down the river. Due to the engineering aspects, it was not determined how much of the 400 feet right of way from the new bridge westerly was surplus. We wish to request that all the old right of way beyond 120 feet from the new center line in Secs. 3, 9 and 10 be released back to the Government. A cross-hatching on the new filing map, the same as used for deletion of pavement, sidewalks, etc., would be understandable by everyone. We will also make a note of this in our application. Also, we are noting in our application that the county engineer advises there is no merchantable timber on the revised right of way.

EFS:ls

EARL F. SALING
Right of Way Office Manager

cc: County-City Division

Mr. Richard L. Templin, Jr.
Room 120, Courthouse
Grants Pass, Oregon

RECEIVED
SEP 2 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
V. R. JONES

Josephine Co

FORM E-30X—60M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 28, 1964

NOTED
R. M. ALLISON R. H. PRANGE

SUBJECT: File 23919, Oregon 04687
Hell's Gate Bridge-
Brockman Gulch Section
Merlin-Galice County Road

To: Mr. Frank Morgan
Construction Engineer
B U I L D I N G

Attention Mr. Floyd Scott

We are returning two proposed tracings 10C-44-3 made up on a 1"=300' scale for the revised Hell's Gate Bridge—Brockman Gulch right of way for the Merlin-Galice County Road in Josephine County. Will you please place on this filing map the right of way and center line as previously granted to the State for Josephine County, as shown on State Highway drawing 1R-5-789, and also show the Government number Oregon 04687.

County Wishes To Retain R/W 9-1-64

Unless we are advised to the contrary, where the two applications are in conflict, we will allow the right of way outside of the present 240 feet to revert to the Government. From the diverging points in the new location to the north end of the existing Hell's Gate Bridge, we are asking the County-City Division to determine whether this will revert or remain a county road after the reconstruction of the county road on the new alignment. Also, what is to happen to the right of way from Hell's Gate Bridge, as the same now exists, to the Northwest corner of the SW¼SE¼ of said Section 4?

Our correspondence shows that of the previous application the State constructed a portion of the highway, and the County constructed or reconstructed that portion between the end of the State's project at Station 519+ to the north end of Hell's Gate Bridge.

Timber Report

The County paid $75.15 direct to the District Forestry Office on December 15, 1955 for 3,000 board feet of Douglas fir. Our County-City Division is checking to see if this timber was removed or if there should be some credit on this revision. Also, we must definitely state in our application whether there is any merchantable timber on the right of way being applied for. We hope the County-City Division can determine this for us at once.

No Timber 9-1-64

The schedule of contract lettings shows this as scheduled for October 6. Before we can get even a preconstruction permit, the

NOTED
V. R. JONES

clearing limit stakes must be set and the question of merchantable timber settled and, if any, cruised and paid for. Since the time is short, we need the completed tracing and our questions on the application answered for filing our application at the earliest possible moment. It is embarrassing, to say the least, to keep requesting the BLM to expedite the approval of our applications.

EARL F. SALING
Right of Way Office Manager

EFS:ls
Attach: 2 tracings

cc: County-City Division

MEMO TO J. W. NASH - Hellgate Bridge Section Date: July 31, 1964

FAS 594, JOSEPHINE COUNTY

TERMINI: From a point 6.0 miles northwest of Merlin westerly to a point 6.4 miles northwest of merlin.

NOTED
DON HARWELL

PROPOSED WORK: Grading

NOTED
R. H. PRANGE

P. B. [illegible]

PROJECT LENGTH: 0.4 miles

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$140,000	$84,000	$28,000	$28,000	(County)

EXISTING FACILITIES: Winding mountainous road with a 20' bituminous surface with 4' shoulders. There are short 30° curves at each end of a steel truss bridge which is 483' long and 15' wide and has an H-15 rating.

ADJACENT SECTIONS:

[redacted]/EAST END: 20' bituminous surface, 4' crushed stone shoulders

[redacted]/WEST END: 20' bituminous surface, 4' crushed stone shoulders

PROJECT DATA: Grading only on a 0.40 mile section which will serve as the approach to a site for a new bridge. The subgrade will be 40' wide and the County will construct a 22' bituminous surface with 4' crushed stone shoulders later. This project will eliminate two 30° curves. There will be one 4° curve on the new alignment and maximum grade will be -2.47%. The bridge will be constructed at a later date when funds become available.

RIGHT OF WAY: 80' minimum
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: No exceptions

SYSTEM ACTION: None required
PUBLIC HEARING: None required

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA:

See S-222(1)

NOTED
V R JONES

VRJ:eb

Josephine
FAS 594

NOTED
H. S. COX

NOTED
DON HARWELL

Salem, Oregon
July 31, 1964

Mr. J. E. Morelock

O F F I C E

Hellgate Bridge Section
FAS 594
Josephine County

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

The survey data for the above project has been inspected and while the estimated cost is greatly in excess of the originally approved project, the County has been contacted and they have given their approval. The reason for the higher cost is due to the high type of alignment which requires heavy rock excavation. The County may make a request for the use of some of the excess excavation material. A copy of the County Project Request Form for forwarding to the Design Section is attached.

Verne R. Jones
Planning Engineer
County and City Division

VRJ:eb
Att.

NOTED
V. R JONES

for 594+

MEMO TO FILES: 4/30/64

NOTED
R. M. ALLISON

SUBJECT: Hellgate Bridge
FAS-C 594
Josephine County

NOTED
R. H. PRANGE

NOTED
DON HARWELL

Mr. Templin, Josephine County Engineer, called this date concerning increasing the length of subject bridge so as to provide an improved alignment on FAS-C 594.

NOTED
P. S. ...

Mr. Templin suggested a joint conference of B.P.R., State Highway and County officials to determine the feasibility of such a structure.

This information was turned over to Mr. Jones, Planning Engineer, for implementation.

R. M. Allison

R. M. Allison

Templ... was contacted by phone 5-1-64. He will attempt to get Al Chapman and the local B.L.M. representative to come with him to Salem around May 13. He will inform us of a definite date.

NOTED

6-1-64
Called Templin - Phone
Has sent print showing improved alignment to BLM office - Portland for their recommendation. - followed in Survey JT
As financing for bridge is expected to come from their funds their recommendation will be

RECEIVED
FEB 25 1964
FILING

Prefix No. 517-1476

NOTED
R. L PORTER

LOCATION PROSPECTUS
HELLGATE BRIDGE SECTION
FAS 594
JOSEPHINE COUNTY

HIGHWAY: Merlin-Galice County Road, Federal-aid Secondary No. 594.

TERMINI: The westerly terminus is at M.P. 6.51 which point is about 400 feet west of the westerly end of the existing bridge and 5.42 miles southeast of Galice. The easterly terminus is at M.P. 6.01 which point is about 1,900 feet east of the easterly end of the existing bridge and 6.17 miles northwest of Merlin. No towns are affected.

LENGTH: 0.50 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for the grading work on a section of improved alignment adjacent to the site of the new Hellgate Bridge. The County will place the base surfacing and an oil wearing surface. The tentative route follows the southerly bank of the Rogue River from the west terminus easterly to a crossing of the Rogue River from 1,000 to 1,200 feet above the existing bridge and continues to a connection with the existing road at the east terminus. Soils investigations will be made. No special drainage studies are anticipated. The survey need not be tied to the Lambert Grid System. This is an FAS-C project.

CHARACTERISTICS: Existing ADT is 410; projected ADT is 690. The existing rise and fall is very small and the proposed construction will be about the same. The estimated central angle for the new construction is 95 degrees compared to 324 degrees on the existing road, a savings of 229 degrees.

STANDARDS: Class "D"; maximum grade 6 per cent, maximum curvature 10 degrees. Deviations from standards are not anticipated.

TYPICAL SECTION: Two 11-foot travel lanes with 4-foot shoulders.

BRIDGE: A vicinity map will be prepared for the design of the proposed bridge; however, the new bridge will be built at a later date and it is presently planned to use funds other than FAS funds for its construction.

ACCESS: The is a county road with no control of access.

FORREST COOPER

BASE DESIGN: The tentative base design for construction is:

Wearing Surface	1-1/4"	0-11
Top Course Base	2 "	Leveling
Bottom Course Base	10 "	Coarse Base
Total Depth	13-1/4"	

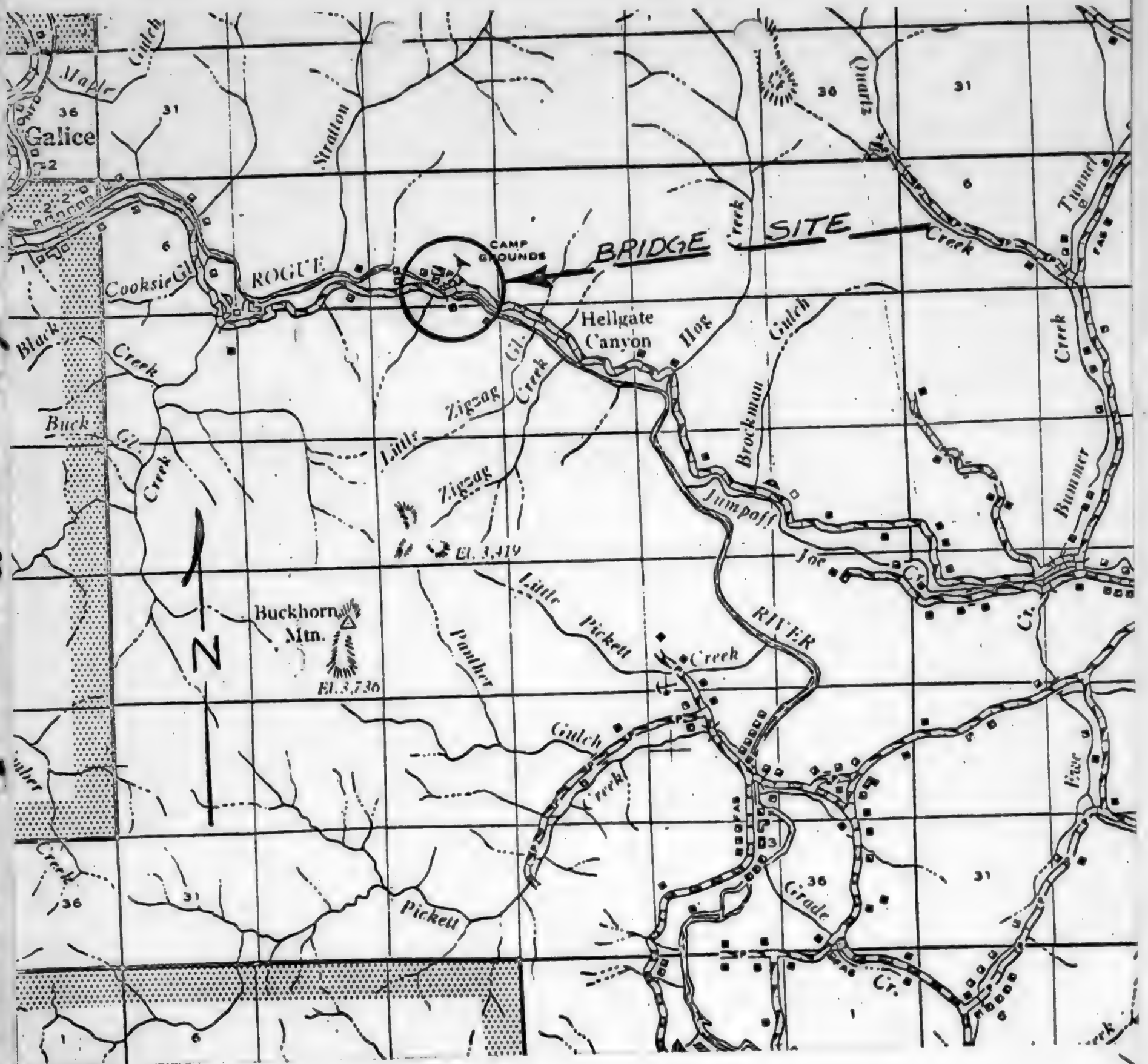
MATERIAL SOURCE: Local commercial, County.

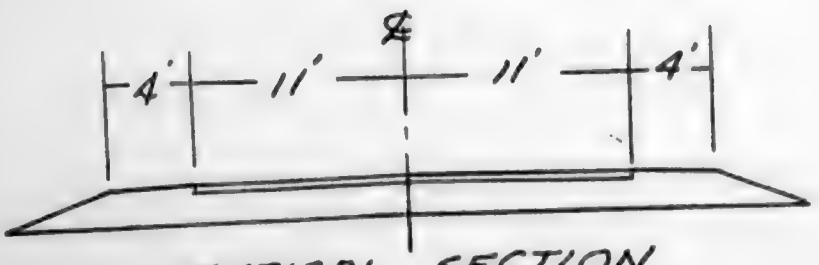
ADDITIONAL FACILITIES: No railroads. The County will move or make adjustments for all utilities affected by the project.

AGREEMENTS: Routine negotiations for an FAS-C project.

PARKS: None affected

February 21, 1964
Attachment
cc: Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
H. S. Cox
F. B. Crandall
I. A. DeFrance
Frank Hall
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
Robert L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young





PROSPECTUS MAP

HELLGATE BRIDGE SECTION

FAS 594

JOSEPHINE COUNTY

Scale 1" = 1 MILE 1964

1-14-64

JOSEPHINE COUNTY
PROPOSED PROJECT (1965 Funds)

FAS 594, Galice Road: Hellgate Bridge Section, Grading, 0.4 Mile, $40,000.

This project consists of the grading work on a section of improved alignment adjacent to the site of the new Hellgate Bridge. The County will place the base surfacing and a 22' oil wearing surface with 4' shoulders. The new bridge will be built at a later date and it is presently planned to use funds other than FAS funds for its construction.

Approved
1-30-64

64-a
1/14/64

FA: 574
Josephine Co

NOTED
H. S. COX

NOTED
DON HARWELL

October 2, 1963

NOTED
R. H. PRANCE

Josephine County Board of Commissioners
Courthouse
Grants Pass, Oregon

Rellgate Bridge Section
FAS 594, Josephine County

NOTED
R. M. ALLISON

Gentlemen:

Enclosed is a print which shows a tentative realignment of the Rellgate Bridge over the Rogue River. The structure shown on this alignment would be a reinforced concrete girder bridge with an approximate length of 600 feet and an estimated cost of $350,000. The length and cost are, of course, only approximate but will provide a basis for discussion until a detailed field survey is available. A bridge of the type proposed cannot be constructed in separate contracts for piers and superstructure.

Josephine County has $70,000 of total FAS funds available at the present time and the next two years' allotment which is expected to become available about October in 1964 is estimated at $157,000. Using the tentative estimate as a guide, it appears that an additional $123,000 would be required for the bridge plus the cost of the road-work involved in the new alignment.

I understand that the County plans to contact the Bureau of Land Management for assistance in the financing of this project. If additional financing is available we should be informed as soon as possible so that the field survey can be started and the designing can be expedited.

Very truly yours,

H. S. Cox
County and City Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm
Encl.

cc: Mr. R. L. Templin

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
JOHN D. GRAHAM

NOTED
R. H. PRANGE

July 29, 1963

Mr. R. L. Templin
Josephine County Engineer
Courthouse, Room 120
Grants Pass, Oregon

Proposed Replacement, Selligate Bridge
FAS 594, Josephine County

Dear Mr. Templin:

In accordance with your telephoned inquiry of July 29 regarding the financing and construction of a new structure at the above site, I have referred the proposal regarding the use of B.L.M. funds in addition to county FAS funds to the appropriate Bureau of Public Roads officials. We hope to have their answer within the next three weeks and if it is favorable to cooperation with the B.L.M., the project will be presented to the Highway Commission at the August 29 meeting. As a regular FAS project, the Highway Department would make the survey, conduct the site investigation, design the bridge, and furnish construction engineering. The County would be requested to include all its available FAS funds which, with its present remaining $70,000 and estimated 1966-1967 allotment, would make a total of $230,000 available by the late fall of 1964.

If you contact the Bureau of Land Management would you please let me know as soon as possible if they would provide cooperation for the project up to possibly $250,000 and when their funds would be available.

I am enclosing two copies of the bridge construction request forms of which one copy is to be retained for your files.

Very truly yours,

H. S. Cox
County and City Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm
Encl.

cc: Ivan Merchant
L. H. Young

NOTED
V. R. JONES

S-526(1) Delta Hwy. Grade Separations, 1964
Delta Hwy., N. of Eugene
#6512 (3 Structs.)

CA 2154

OREGON STATE HIGHWAY DEPARTMENT

FORM A-180 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 87479

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-29-66	CC 1007		520-1[illegible]-27

-
- ane County
- Courthouse
- Eugene, Oregon

Attn: Board of Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final [illegible]ng: Delta [illegible]way Structures, [illegible] 62. Covered by agreement dated May 2[illegible], 196[illegible].			
County advance deposit		$3,2[illegible].00	
Less amount previously transferred		[illegible],0[illegible].00	
			13,200.00
County share construction cost		[illegible],[illegible].79	
Less amount previously transferred		[illegible],0[illegible].00	
			6,[illegible]60.79
To be refunded			6,339.21

RECEIVED
MAR 30 196[illegible]
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT REQUEST

NOTED
V R [illegible]

FORM S-129

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

NOTED
H. S. COX

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

NOTED
P. E. A...

NOTED
RICHARD L...REIN

NOTED
R. H. PRANGE

Gentlemen:

Final costs, as shown in the enclosed cost statement, are now available on: Delta Highway Structures, FAS 862.

In accordance with an agreement dated May 28, 1964, the amount of $6,339.21 is due the County. You will receive a refund in this amount.

Very truly yours,

H. S. Cox
County and City Engineer

By

Verne R. Jones
Verne R. Jones
Planning Engineer

VRJ:mm
Encl.

NOTED
V. R. JONES

NOTED
DON HARWELL

RECEIVED
AUG 12 1965
FOR FILING

6512

August 12, 1965

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On July 13, 1965, we wrote to you concerning release of final payment on Contract No. 6512 awarded to Merlin R. Stam for Delta Highway Grade Separations on the Delta Highway (FAS 862) in Lane County.

Final payment on this contract is $11,730.10 and the total contract amount is $231,998.74, including $1,337.79 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Merlin R. Stam
1974 Pierce Street
Eugene, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
JUL 8 - 1965
FOR FILING
S-526(1)
6512

July 7, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed June 28, 1965, on Contract No. 6512. The contract was with Merlin R. Stam and was for construction of grade separations on the Delta Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 7, 1965, and that you concur in this procedure at the Commission meeting on July 13.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
Victor D. Wolfe
L. H. Young
Ivan D. Merchant
C. H. Maison
L. R. Chandler

CAG:ja bg

FORM E-123X 50M 6-64

RECEIVED
JUL 8 - 1965
PORTLAND

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

S-526(1)

6512

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 2, 1965

Mr. A.W. Parsons
Division Engineer
U.S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Delta Highway Grade Separations
Contract No. 6512
Federal Aid Project No. S-526(1)

Work on the above contract was completed on June 28, 1965.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:ja

cc: F.A. Query
L.H. Young

...TED
FLOYD QUERY

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
11-154	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
PROJECT REPORT NO.	*(PPM 21-7)*	COUNTY
4	11-4-64	Lane
		PROJECT NO.
		S-526(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 0.5 mi. to 2 mi. N. of Eugene

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-11-64	0.043
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 259,712.00	$ 163,600.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Shaw

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By XXX A. W. Parsons
Division Engineer

By: L. R. Backlund, Administrative Mgr.
L. R. Backlund

Date executed by Division Engineer NOV 4 1964

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal Aid
Project No. S-526(1)

DELTA HIGHWAY GRADE SEPARATIONS OF THE

DELTA HIGHWAY (FAS 862) IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 21, 1964

Type Code X281
Belt Line Rd. O'xing (Sta. 18+41.83 to Sta. 20+66.83)(#9358)(Contract No. 6512)

Shoring, Cribbing, etc.	All Required		$ 1,500.00
Structural Excavation	640 cu.yds.	$ 3.00	1,920.00
Structural Excavation Below Elevation Shown	60 cu.yds.	3.00	180.00
Class "A" Concrete (575 cu.yds.)	All Required		36,900.00
40' to 45' Type III Prestressed Beams	5 only	790.00	3,950.00
45' to 50' Type III Prestressed Beams	1 only	790.00	790.00
50' to 55' Type III Prestressed Beams	5 only	895.00	4,475.00
55' to 60' Type III Prestressed Beams	6 only	995.00	5,970.00
65' to 70' Type III Prestressed Beams	6 only	1,110.00	6,660.00
Metal Reinforcement (123,000 lbs.)	All Required		15,990.00
8-inch Metal Drain Pipe	240 lin.ft.	4.00	960.00
Preparation of Slopes	540 sq.yds.	2.00	1,080.00
Concrete Slab Riprap	540 sq.yds.	6.50	3,510.00
			$ 83,885.00

Type Code X781
Willagillespie Interchange U'xing (Sta. L2 101+9209)(#9360)(Contract No. 6512)

Shoring, Cribbing, etc.	All Required		$ 500.00
Structural Excavation	360 cu.yds.	$ 3.00	1,080.00
Structural Excavation Below Elevation Shown	40 cu.yds.	3.00	120.00
Furnish 10 BP 42 Steel Piling	300 lin.ft.	5.00	1,500.00
Drive Steel Piles	10 only	90.00	900.00
Splice Steel Piles	2 only	90.00	180.00
Class "A" Concrete (483 cu.yds.)	All Required		31,227.00
45' to 50' Type II Prestressed Beams	10 only	820.00	8,200.00
65' to 70' Type II Prestressed Beams	1 only	1,120.00	1,120.00
70' to 75' Type II Prestressed Beams	7 only	1,170.00	8,190.00
75' to 80' Type II Prestressed Beams	2 only	1,200.00	2,400.00
Metal Reinforcement (129,400 lbs.)	All Required		16,822.00
Metal Parapet Railing	485 lin.ft.	6.00	2,910.00
8-inch Metal Drain Pipe	150 lin.ft.	4.00	600.00

Preparation of Slopes	370 sq.yds.	$ 2.00	$ 740.00
Concrete Slab Riprap	370 sq.yds.	6.50	2,405.00
			$78,894.00

Type Code X781
Good Pasture Island Rd. U'xing (Sta. L 44+44.36)(#9359)(Contract No. 6512)

Shoring, Cribbing, etc.	All Required		$ 500.00
Structural Excavation	480 cu.yds.	$ 3.00	1,440.00
Structural Excavation Below Elevation Shown	50 cu.yds.	3.00	150.00
Class "A" Concrete (487 cu.yds.)	All Required		31,462.00
50' to 55' Type II Prestressed Beams	10 only	735.00	7,350.00
60' to 65' Type II Prestressed Beams	10 only	890.00	8,900.00
Metal Reinforcement (108,600 lbs.)	All Required		14,040.00
Metal Parapet Railing	456 lin.ft.	6.00	2,736.00
8-inch Metal Drain Pipe	270 lin.ft.	4.00	1,080.00
Preparation of Slopes	490 sq.yds.	2.00	980.00
Concrete Slab Riprap	490 sq.yds.	6.50	3,185.00
			$ 71,823.00

Flagging (57½% of Contractor's Cost)	All Required	$ 1,500.00
	Subtotal	$236,102.00
	10% Engr. & Cont.	23,610.00
	Total	$259,712.00

Length of 3 Structures - - - - - - - - - - - - - 0.043 miles

SUMMARY OF FUNDS

Federal Funds -	$163,600.00
State Funds -	48,056.00
County Funds -	48,056.00
	$259,712.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

State Funds for Maint.: Chap. 529, laws 1939

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 82921

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-19-64	CC 907		520-1013-297

Lane County
Courthouse
Eugene, Oregon

Attn: Board of County Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit	NOTED DON HARWELL		
Partial transfer of advance deposit for the Delta Highway Grade Separation Structures Section, FAS 862.			53,200.00
To be retained			40,000.00
			13,200.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $ .....

By .....

RECEIVED
OCT 20 1964
ENGINEER
COUNTY & CITY DIVISION

FORM E-123X 50M 12-62

RECEIVED
OCT 20 1964

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6512

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
October 19, 1964

Mr. A.W. Parsons
Division Engineer
U.S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Delta Highway Grade Separations
Contract No. 6512
Federal Aid Project No. S-526(1)

Merlin E. Stam started work on this project on October 14, 1964.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:jm

cc: C.H. Maison
L.H. Young
D.B. Parkes
P.A. Query

NOTED
C. W. HEAD

Form A-128

OREGON STATE HIGHWAY DEPARTMENT

Project Authorization and Record of Work Orders

10-16-64

Section	Delta Highway Grade Separations	**Contract No.**	6512 (BR)
Highway	Delta, FAS 862	**F. A. Project No.**	S-526(1)
County	Lane	**Job Prefix**	520-1013
Kind of Work	Three Structures Bridge No's. 9358, 9359, & 9360	**Date of Award**	October 13, 1964
Contractor	Merlin R. Stam, 1974 Pierce Street Eugene, Oregon	**Division Engineer**	L.R. Chandler
Specified Work Days	June 30, 1965	**Resident Engineer**	Ellis Jones

CONSTRUCTION AUTHORIZATION

Contract amount		$234,602.00
Additional anticipated items:		
States Share Flagging	$ 1,500.00	NOTED R. H. PRANGE
		NOTED DON HARWELL
		1,500.00
Subtotal		$236,102.00
Contingencies (4½%)		10,624.59
Construction Engineering (8%)		18,888.16
Subtotal		$265,614.75
Credit for maintenance rock		
Total original construction authorization		$265,614.75

RECEIVED OCT 16 1964 ENGINEER COUNTY & CITY DIVISION

Authorization increases, approved by Commission:

	$
Total present construction authorization	$

RECORD OF WORK ORDERS

Date Order Received	Date of Order	Kind of Order	Number of Order	Net Amount	Date Distributed to Field	REMARKS

State Printing

(Continued on reverse side)

RECEIVED
OCT 14 1964
FOR FILING
6512

October 13, 1964

Merlin R. Stam
1974 Pierce Street
Eugene, Oregon

Dear Sir:

The State Highway Commission on October 9 accepted your proposal for the Delta Highway Grade Separations on Delta Highway in Lane County for the sum of $234,602.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6512. Contract forms are being prepared and will be mailed to you for execution.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant
Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

fp

RECEIVED
OCT 8 - 1964
FOR FILING

MISC. CONTRACTS AND
AGREEMENTS No.

Salem, Oregon
October 7, 1964

FAS-C Finance Agreement
Delta Highway Grade Separations
FAS 862, Lane County

Mr. H.S. Cox
County & City Engineer
Office

Attention: Mr. D.N. Harwell
Office Engineer

Attached is a partially signed copy of FAS-C Finance Agreement with Lane covering the Delta Highway Grade Separations on FAS 862 in Lane County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Lane County.

Secretary

rm
Attach: 1

October 6, 1964

Lane County
Board of County Commissioners
Courthouse
Eugene, Oregon

NOTED
DON HARWELL

NOTED
R. M. ALLISON

NOTED
R. H. PRANGE

Gentlemen:

On October 6, a satisfactory bid was received from Merlin R. Stamm of Eugene for constructing the Delta Highway Grade Separation Structures Section of FAS 862. As per the agreement between State and County, the following advance deposit is required from the county prior to awarding of a contract:

Bid Items		$234,602.00
Flagging		1,500.00
	Subtotal.....	$236,102.00
12-1/2% Engineering	& Contingencies	29,512.75
	Estimated Total Cost....	$265,614.75

County Advance Deposit:
20% of $265,614.75 = $53,122.95 or say $ 53,200.00

Please make this advance deposit in the amount of $53,200 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

cc: Mr. G. K. Attig, Public Works Director

NOTED
V. R. JONES

Received and forwarded to Asst.
10-13-64 [illegible]

MEMO TO J. W. NASH August 17, 1964

DELTA HIGHWAY SECTION STRUCTURES (3)
FAS 862, LANE COUNTY

NOTED
P. B. Arensmeier

TERMINI: Three structures on county roads adjacent to the northerly city limits of Eugene.

PROPOSED WORK: Construct 3 reinforced concrete undercrossing structures carrying county roads over FAS 862.

NOTED
R. H. PRANGE

PROJECT LENGTH: 0.13 mile.

COSTS:	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$280,000	$168,000	$56,000	$56,000 (County)

EXISTING FACILITIES: Temporary crossings at grade.

ADJACENT SECTIONS: North End: FAS 860
South End: I-105

PROJECT DATA: Construct a RCDG undercrossing structure 225' long and 44' wide to carry FAS 862 over FAS 860. There will be four 12' travel lanes, a 16' median, and two 12' acceleration and deceleration lanes and two 6' shoulders on FAS 860 to be spanned by this structure. Construct a RCDG undercrossing structure to carry the Good Pasture County Road over FAS 862. It will be 228' long and 28' wide and will span four 12' travel lanes, a 16' median, and two 10' shoulders on FAS 862. Construct a RCDG undercrossing structure to carry the Willagillespie County Road over FAS 862. The structure will be 235' long, 30' wide, and it will have a 5' sidewalk on the north side. It will span four 12' travel lanes, two 12' acceleration and deceleration lanes, a 16' median, and two 6' shoulders. County will construct all approach grading and surfacing work in connection with these structures. FAS 862 is being graded and paved under county contracts under stage construction and two 12' lanes with 10' shoulders are now under contract.

RIGHT OF WAY: 80' minimum.
ACCESS CONTROL: None.
RR XING: None.
MINIMUM DESIGN STANDARDS: None.

SYSTEM ACTION: None required.
PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED SITUATIONS: None.

ROUTE [redacted] DATA: This route runs through level land adjacent to the northerly part of Eugene and will connect a main county arterial and Interstate route 105. There will be heavy industrial traffic. Maximum curvature 4° and maximum grade is +0.49%.

VRJ:mm

NOTED
V. R. JONES

LANE COUNTY
PROPOSED PROJECTS (1965 Funds)

FAS 862, Delta Highway Undercrossing of Goodpasture Island Road (Willagillespie Undercrossing), $100,000.

This structure will carry Goodpasture Island County Road over the proposed Delta Highway and will be designed to span the future four lanes, median, and shoulder areas. It will be approximately 246' long with a clear width of 30' and a 7' sidewalk on the northerly side.

FAS 862, Delta Highway Undercrossing of Goodpasture Island Road, $80,000.

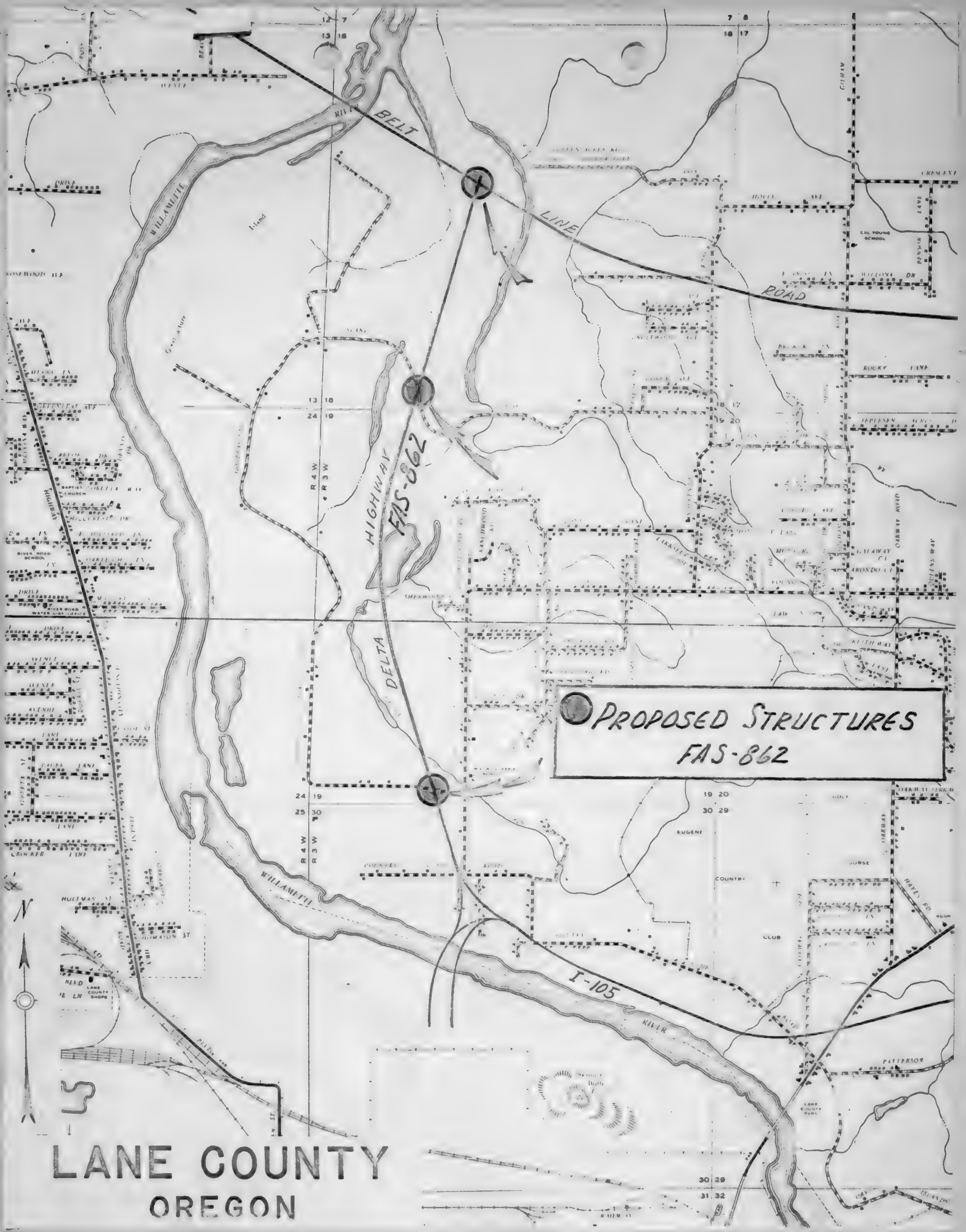
This structure will carry Goodpasture Island County Road over the proposed Delta Highway and will be designed to span the future four lanes, median, and shoulder areas. It will be approximately 232' long with a clear width of 26' and a 5' sidewalk on the northerly side.

FAS 862, Delta Highway Overcrossing of Belt Line Road, $46,000 (to be supplemented with $84,000 additional FAS funds when available).

This structure will carry the proposed Delta Highway over Belt Line Road and will be designed to span the existing two-lane facility and the future two lanes, median, and shoulder areas of Belt Line Road. It will be approximately 250' long with a clear width of 44' and no sidewalks.

Lane County intends to develop the Delta Highway (FAS 862) into a freeway facility with limited access between Belt Line Road (FAS 860) and the Eugene-Springfield Highway (I-105) north of Eugene. The three proposed structures will become integral parts of three interchanges along the Delta Highway. The county requests that the structures be contracted in August, 1964.

64-d
5/12/64


BELT LINE ROAD
WILLAMETTE
HIGHWAY
FAS-862
DELTA
R4W
R3W
PROPOSED STRUCTURES
FAS-862
I-105
RIVER
EUGENE
COUNTRY CLUB
N
LANE COUNTY
OREGON

RECEIVED
MAY 4 - 1964
FOR FILING

April 30, 1964

Delta Highway
to 2. 105.

Mr. Luther Freeman
Supervisory Engineer
Lane County Department of Public Works
Post Office Box 3156
Eugene, Oregon

Dear Mr. Freeman:

Reference is made to your letter of April 18 in which you request permission to construct on State right of way, a connection to our recently built facility that ultimately connects to the Washington-Jefferson Bridge.

We assume your plan is to construct a smooth, easy-riding grade line and the work to be done will be financed by Lane County, rather than the State of Oregon. To this plan we have no objection and you may proceed to make the connection as you suggest.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter

RECEIVED
MAY 4 - 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 27, 1964

SUBJECT: Delta Highway Connection to I 105
Lane County

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Building

Reference is made to your letter of April 22nd in regard to the subject connection and a request by Lane County to enter upon our right of way to do certain construction.

Under the Willamette River-Coburg Road contract we made a temporary connection from our "B" line to Country Club Road at its intersection with Willagillespie Road. The County now proposes to extend northerly from this point with their Delta Highway. They intend to sever Country Club Road and relocate it so that there will be no side connection of any kind at this point. In order that they can bring the grade up to that shown as a final grade on our plans in the area of our temporary connection, it will be necessary that they do work on our right of way.

This has been discussed with the Bureau of Public Roads' representative and no objection could be found to the County doing the work as proposed.

I am returning to you the plans which were submitted by Lane County.

F.D. Morgan
Construction Engineer

By A.D. Olson

A.D. Olson
Urban Engineer

ADO:jp
Enclosures

RECEIVED
LLOYD P. SHAW

LANE COUNTY
DEPARTMENT OF PUBLIC WORKS
HIGHWAY DIVISION
1820 ROOSEVELT BLVD. P.O. BOX 3156
TELEPHONE 343-1671
EUGENE, OREGON

April 18, 1964

Lloyd P. Shaw
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Enclosed is a copy of the Delta Highway project presently under construction by Lane County. This plan shows the Delta Highway connection with the State Highway construction from Coburg Road west. The State construction, as it is built, does not match with the Delta grade line and our Delta Highway will overlap the State project approximately 100 feet.

I am requesting permission to overlap the existing State construction with the Delta Highway construction to allow a smooth grade line.

This is in accordance with our telephone conversation of April 17, 1964.

Very truly yours,

Luther Freeman
Supervisory Engineer

NOTED
LLOYD P. SHAW

LF/mb

RECEIVED
APR 20 1964
OFFICE OF
STATE HIGHWAY ENGINEER

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Section & Drainage Detail
3	Plan & Profile
3A	Interchange Plan & Profile
4	Plan & Profile
5	Plan & Profile
5A	Interchange Plan & Profile
6	Plan & Profile

Length of Project 1.63 Miles

LANE COU

DEPARTMENT OF P

HIGHWAY DI

PLANS FOR PROPOSE

GRADING

DELTA

ROAD NUMBER 1

N

Proceedings File Number _____

Index Number _____

Field Book Number _____

COUNTY

OF PUBLIC WORKS

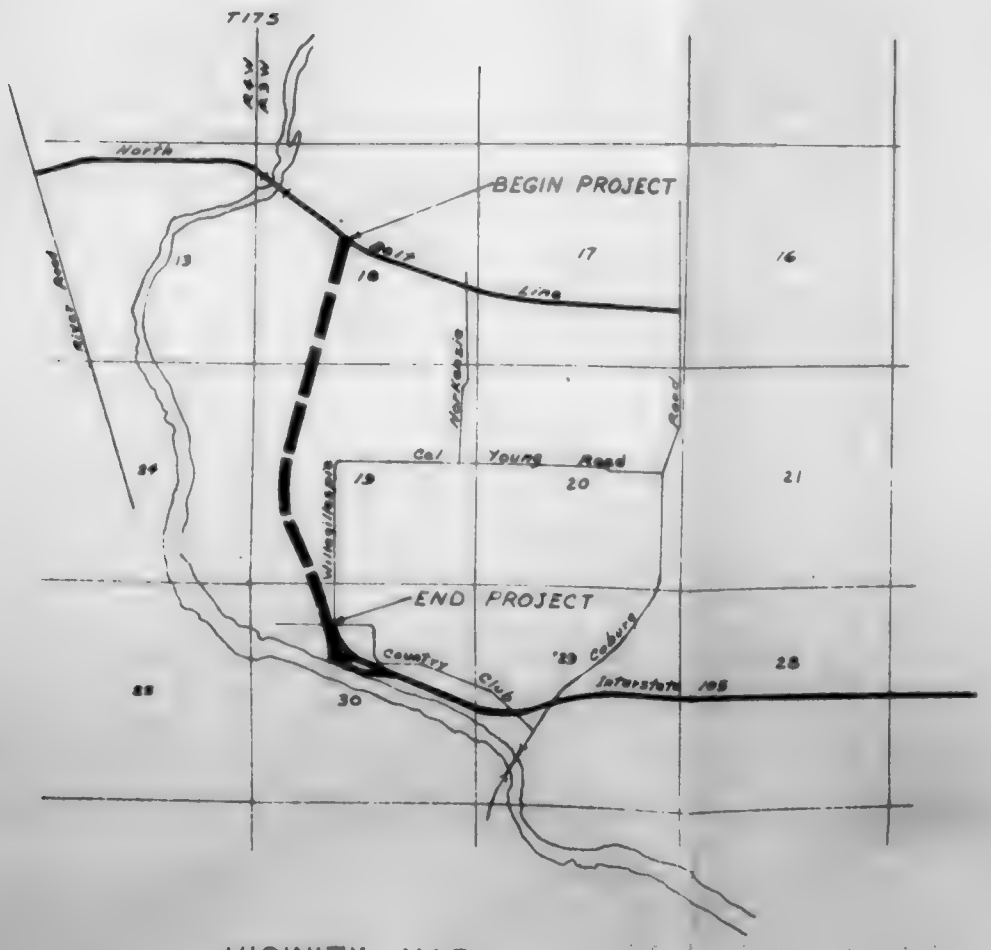
AY DIVISION

PROPOSED PROJECT

GRADING

HIGHWAY

MBER 139



VICINITY MAP

CHIEF ENGINEER

DIRECTOR OF PUBLIC WORKS

COUNTY COMMISSIONERS

Frank Elliott	Chairman
Jess Hill	Commissioner
Kenneth Nielsen	Commissioner

LANE COUNTY
P. O. BOX 3136
EUGENE, OREGON

OSCAR NORBERG
ENGINEER

TELEPHONE:
DIAMOND 3-1671

March 22, 1960

NOTED

FAS 862

Mr. Clarence Swenson
City & County Relations Engineer
State Highway Department
Salem, Oregon

NOTED
C. G. SWENSON

Dear Sir:

This is in regard to the connection of the Lane County East Bank Peripheral Road with the State Jefferson Street Interchange.

Herewith are two prints showing coordinates for a proposed alignment of the East Bank Peripheral Road. These are subject to change because they have not been approved by the Board of Commissioners and it is likely that the State Highway Department will want to change the bearing and location of the most southerly tangent to better fit the State Interchange.

The purpose of the prints is to give you a tentative alignment to which you can fit your alignment to with changes as need be. You will note that we shifted the line about 25' southwesterly near your station B42+90 so that our right of way would not encroach so much on the property in the northeast quadrant.

We are concerned about the intersection of the Willamette Road with the Country Club Road, near B42+90. The Eugene Sand & Gravel Company have more than 100 truck and trailer gravel hauling unit trips across this intersection in each direction per day. Also, there will be considerable induced traffic within a few years due to the river crossing. We will check with you to see what part the County is to do to take care of this problem.

The grid coordinates were computed from the North Peripheral line and have not been checked with any points near the south end. Also, there may be a small discrepancy in the contour elevations.

We will appreciate any advice you may give us in this matter.

Yours truly,

Oscar Norberg

Oscar Norberg,
Principal Engineer

RECEIVED
MAR 25 1960

Copy and maps to Atty
3/28/60

OFFICE OF
COUNTY HIGHWAY ADMINISTRATOR
LANE COUNTY, OREGON
1620 ROOSEVELT BLVD. — P. O. BOX 3156
EUGENE, OREGON

H. O. WALBERG
ADMINISTRATOR AND
COUNTY ENGINEER

H. O. STROMBOM
ASSISTANT

December 24, 1959

FAS 860
FAS 862

Mr. Clarence A. Swenson
County-City Relations Engr.
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Swenson:

As you may know, Lane County is now in the process of planning for construction of the Peripheral Road north of Eugene. Also being contemplated is a connecting road between the Peripheral Road and the proposed Washington-Jefferson Streets Bridges, in Sections 18, 19, and 30, Township 17 South, Range 3 West, Willamette Meridian.

We understand that the State Highway Commission proposes to extend the "Q" Street Freeway westerly from the Coburg Road interchange to connect with these bridges. Since our contemplated road from the north would also connect at this same point, we should like to have some idea of the proposed locations of State roads and bridges in this area, to aid in properly locating and designing the County facility, at least precisely enough to arrange for the purchase of rights-of-way.

If you have any information available as to possible or probable locations, we should greatly appreciate whatever could be passed along to us. This entire area is developing rather rapidly and we feel that it is in the public interest to locate this road and acquire rights-of-way now even though construction might be several years hence.

Your assistance in this matter would be greatly appreciated.

Yours very truly,

H. O. Walberg
Administrator

By: W. R. Whitnall
W. R. Whitnall
Sr. Engr.

W-W:mk

F-40(10) Minam Sec., Wallowa Lake Hwy. 1964
Grad., Pav. & 1 RCDG Br.
#6513

AP.6.23

RECEIVED
JUN 8 1966
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon 97301

F-40
651

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: February 19, 1964

FROM : A. W. Parsons, Division Engineer
08-35.3EC Salem, Oregon

SUBJECT: Oregon Federal-aid Primary Program

We are approving the one project in Stage 2, construction phase, as submitted by Mr. Nash's letter of February 7, 1964. This approval, effective this date, covers the following detailed project:

Item	Project	Location	Work
438	F-40(10)	Minam Section	Gr., Dr., AC Pavement and Structure

Utility preparatory work is hereby authorized, effective this date, for the above project.

This Stage 2, construction phase project provides for 0.85 miles of highway improvements at a total estimated cost of $410,000.00, of which $246,000.00 is reserved as Federal-aid Primary funds. This action will reduce your unprogramed balance to $1,533,680, according to our records of this date.

Litchfield
Morgan
Mason -
Merchant
Nash

NOTED
LLOYD P. SHAW

RECEIVED
FEB 24 1964
OFFICE ENGINEERING
DIVISION

NOTED
LLOYD P. SHAW

RECEIVED
FEB 20 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 6 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 12 1966
FOR FILING

F-40 (10)

6512

January 11, 1966

Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon

Wells-Reed-Wood-West Company
412 Failing Building
Portland 4, Oregon

Gentlemen:

A post-final payment for $3,000 will be made to Schrader Construction Co., Inc., and L.S. Matusek on Contract No. 6513 for grading, paving, and structure on the Minam Section of the Wallowa Lake Highway in Wallowa County, as soon as the warrant is prepared.

The total amount paid on this contract will be $394,141.95 including the post-final payment. Of the total $5,511.80 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Schrader Construction Co., Inc.
and L.S. Matusek
7912 S.E. Powell Boulevard
Portland 6, Oregon

Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

Dooly and Company
Board of Trade Building
Portland 4, Oregon
C.H. Maison (Attn: John Herr)

RECEIVED
JAN 13 1966
FOR FILING

F. 40 [illegible]
6513

December 13, 1965

Schrader Construction Co., Inc.
and L. S. Watucek
7912 S.E. Powell Boulevard
Portland 6, Oregon

Gentlemen:

The State Highway Commission at its meeting on December 14 reconsidered your request for an extension of the specified completion date from August 31 to September 30, 1965, to complete Contract No. 6513 for grading, paving, and structure on the Minam Section of the Wallowa Lake Highway in Wallowa County.

After considering additional information and the recommendation of the Engineer, the Commission granted your request, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc A. F. Parsen
J. C. Hiatt
F. D. Morgan
L. H. Young
C. H. Mairon

FORM E-30 50M 3-61 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 18, 1965

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Request for Extension of Time
Minam Section
Wallowa Lake Highway
Contract No. 6513

Schrader Construction Company requested a time extension under date of August 23 stating as their reason that unusual conditions of snow and runoff prevented safe working conditions until the month of August. In a September 13 report to you, we recommended against the extension in the belief that there had been no plan or quantity change imposed on the contractor and the Highway Commission declined at their November 4, meeting.

The contractor has protested this decision and brought forth the additional reason that his work dismantling the old bridge was coordinated with that of Polk County, which acquired the bridge, so the truss members could be loaded directly on the hauling equipment as it was available.

We find this is true and further that this required more dismantling down to smaller size pieces than would otherwise have been required just to move the trusses to a nearby stockpile site as specified in the contract. Polk County could be considered our agent in this operation.

Another factor that we did not realize earlier is that a fish migration up the river took place during the higher water stage and from the standpoint of the fish propagation it was desirable not to disturb the channel at that time. The dismantling work involved placing temporary bents in the streambed. We probably could have properly used a stop work order for this phase of the contract work but did not do so.

The new bridge and roadway were complete and in use by the specified completion date of August 31. In the light of this additional information, we believe the requested extension to the actual completion date of September 30, 1965 is justified and have prepared another letter to the Highway Commission accordingly.

F. D. Morgan
Construction Engineer

By
John A. Bond
Staff Assistant

JAB:fp
Attach.

RECEIVED
NOV 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 6 - 1965
FOR FILING

F-42(12)

6513

December 7, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 10
December 14, 1965 meeting

Gentlemen:

We have received a second request for an extension of time from Schrader Construction Company, Inc., and L. B. Matusek, contractors on the Minam Section of the Wallowa Lake Highway in Wallowa County, Contract No. 6513.

The request is for an extension of the specified completion date from August 31 to September 30, 1965.

Our investigation of the contractor's first request for this extension did not uncover facts that would justify a recommendation for approval. Acting on our recommendation, the Commission approved a denial at the November 4, 1965 meeting.

New facts presented since that time make it necessary to reopen the case. The new bridge and entire roadway were completed and in use prior to the specified completion date. All that remained to be done was to dismantle the old bridge. The State had sold the old structure to Polk County and the contractor delayed its removal, with the Division Engineer's approval, so that it could be loaded directly onto Polk County trucks.

Since the delay was for the mutual benefit of the State and Polk County and not for the contractor, we recommend that an extension from August 31 to September 30, 1965, be granted. This will eliminate all liquidated damages.

This matter will be on the agenda for the December 14 meeting.

Enc.
FBK:arb fn

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
Ivan Merchant
H. S. Cox
C. H. Maison
A. F. Parson

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6513 Contractor Schrader Construction Co., Inc. & L. S. Matusek

Highway Wallowa Lake

Section Minam

Kind of Work Grading, Paving, & Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Removal of existing bridge delayed to allow Polk County to arrange for loading the structure without additional re-handling charges.

Recommended for Approval:

Alfred Shirley, Jr.
Division Engineer

By
Construction Engineer or Bridge Engineer

M K Laboe
Assistant State Highway Engineer

State Printing 27920

Contract No. 6513

Project designation F-40(10)
State-Federal

Date awarded Oct. 20, 1964

Work started Nov. 4, 1964

Per cent completed 100 Sept. 30, 1965
Date

Sped. Completion Date Aug. 31, 1965

No. of Workdays Allowed

No. of Workdays Used

Req. ext. to Sept. 30, 1965

No. of Added Workdays Requested

E--320 (Rev.)—5M--5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 25, 19 65

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 9/30/65 days to 9/20/65 days, within which to complete our Contract No. 6513, without the assessment of liquidated damages. The said contract is described as follows: Grading, Paving & Structure, Simon Section, Wallowa Lake Highway, Wallowa County

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

The removal of an existing bridge was delayed to facilitate the safe operation, and allow for Polk County and it's hauling contractor, Consolidated Freightways, to load the structure without additional rehandling expenses to the account of Polk County. This work will be accomplished at no additional cost to the State of Oregon.

Respectfully submitted,

Schroder Construction Co., Inc.
and L. E. Schroder
Contractor

By L. E. Schroder

CONSENT OF SURETY

Date August 25, 19 65

We, GREAT AMERICAN INSURANCE COMPANY, a Corporation, of New York, New York, and RELIANCE INSURANCE COMPANY, a Corporation, of Philadelphia, Pennsylvania, as Co-Sureties on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY
Fred C. Reed
WELLS-REED-HOUSLEY CO.
Resident Agent

RELIANCE INSURANCE COMPANY
Gladys I. Frost, Attorney-in-Fact
DOOLY & CO. (SEAL)
Resident Agent

RECEIVED
NOV 23 1965
FOR FILING

F-40(10)

6513

November 23, 1965

Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon

Wells-Reed-Wood-West Company
412 Failing Building
Portland 4, Oregon

Gentlemen:

Contract No. 6513 awarded to Schrader Construction Co., Inc., and L.S. Matusek for grading, paving, and structure on the Minam Section of the Wallowa Lake Highway in Wallowa County was completed on September 30, 1965, and accepted by the Highway Commission on November 22, 1965.

Final payment in the amount of $16,908.95 will be released to the contractor after December 1, 1965. The total contract amount is $391,141.95 including $5,511.80 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Schrader Const. Co., Inc.
and L.S. Matusek
7912 S.E. Powell Boulevard
Portland 6, Oregon

Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

Dooly and Company
Board of Trade Building
Portland 4, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
NOV 23 1965
FOR FILING

November 22, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed September 30, 1965, on Contract No. 6513. The contract was with Schrader Construction Co., Inc. and L. S. Matusek and was for grading, paving and structures on the Minam Section of the Wallowa Lake Highway in Wallowa County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 22, 1965, and that you concur in this procedure at the Commission meeting December 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. F. Parson

bg

RECEIVED
NOV 19 1965

F- 40(10)
6513

November 18, 1965

237

Schrader Construction Co., Inc.
7192 S. E. Powell Boulevard
Portland, Oregon 97206

Attention: Mr. R. A. Schrader

Re: Request for Time Extension
Minam Section
Wallowa Lake Highway
Contract No. 6513

Gentlemen:

Your November 3 letter requests a review of the facts relating to your request for a 30-day time extension on the subject contract. The reason for the time extension which accompanied your formal request dated August 23 was not considered valid under the contract provisions.

In view of the additional information presented in your letter, we have investigated the delaying factors further and find there is some basis to recommend a time extension. This will be presented to the Highway Commission at their next meeting in December.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

bc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
A. F. Parson (att)

JAB:bjm sw

SCHRADER CONSTRUCTION CO., INC.

GENERAL CONTRACTORS

7912 S.E. POWELL BLVD. PORTLAND, OREGON 97206

777-2236

KLABOE

November 3, 1965

Routing

Bond

Barbee

Walker

Glenn

Swan

RECEIVED
NOV 5 1965
CONSTRUCTION
DIVISION

2023

NOV 5 65

Wile

Litchfield

Olson

Oregon State Highway Department
Salem, Oregon

Attention: Mr. R. L. Porter

Re: CONTRACT #6513 - MINAM SECTION

Gentlemen:

We are in receipt of the final estimate for the subject project, in which 30 calendar days have been charged as liquidated damages. We are at a loss to understand why this action has been taken, as the project was available to the public long before the completion date. The removal of an existing bridge was delayed to facilitate the safe operation, and allow for Polk County and its hauling contractor, Consolidated Freightways, to load the structure without additional rehandling expenses to the account of Polk County.

This procedure and request for extension was approved by the Resident Engineer and, as far as we know, the Division Engineer also approved this action. If this was not to be approved by the Office of the State Highway Engineer, we feel we should have been so advised, along with the Division and Resident Engineers.

Will you please advise us the facts in this charge at your earliest convenience.

Yours very truly,

SCHRADER CONSTRUCTION CO., INC.

By R. A. Schrader

RAS:pls
cc Mr. A. F. Parsons

RECEIVED
NOV 4 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 4 - 1965
OREGON
STATE HIGHWAY COMMISSION

Bond File

RECEIVED
NOV 24 1965
FOR FILING

November 9, 1965

Schrader Construction Co., Inc.
and L. S. Matusek
7912 S.E. Powell Boulevard
Portland 6, Oregon

Gentlemen:

The State Highway Commission at its meeting on November 4 considered your request for an extension of the specified completion date from August 31 to September 30, 1965, to complete Contract No. 6513 for grading, paving, and structure on the Misam Section of the Wallowa Lake Highway in Wallowa County.

After considering the recommendation of the Engineer and other available information, the Commission denied your request.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc A. F. Parsen
J. C. Hiatt
F. D. Morgan
L. H. Young
C. H. Maison
Bureau of Public Roads

S-330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 22, 19 65

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 8/31/65 days to 9/30/65 days, within which to complete our Contract No. 6513, without the assessment of liquidated damages. The said contract is described as follows:

Grading-paving-structure on the Minam Section of the Wallowa Lake Highway, Wallowa Co.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

The unusual conditions of snow and run-off prevented safe working conditions until the month of August.

Respectfully submitted,

SCHRADER CONSTRUCTION CO., INC. &
L. S. MATUSH

Contractor

By .....

CONSENT OF SURETY

Date August 25, 1965

We, GREAT AMERICAN INSURANCE COMPANY, a Corporation, of New York, New York,

and RELIANCE INSURANCE COMPANY, a Corporation, of Philadelphia, Pennsylvania, as Co-Sureties

~~surety~~ on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY

.....
Attorney-in-fact

Fred C. Reed
WELLS-REED-WOOD-WEST Co.

.....
Resident Agent

RELIANCE INSURANCE COMPANY

Gladys I. Proux, Attorney-in-Fact
DOOLY & CO. (SEAL)

.....
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6513 Contractor Schrader Construction Co., Inc. & L. S. Matusek

Highway Wallowa Lake

Section Minam

Kind of Work Grading, Paving and Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~EXTENDED GRANTED~~ DENIED. The reasons for such recommendation are as follows:

High water, Minam and Wallowa Rivers prevented the removal of the old bridge under safe working conditions, however under the terms of the specifications this does not constitute a valid reason for a time extension.

Recommended for Approval:

Alfred Shanley Jr. for
Division Engineer

for
Construction Engineer or Bridge Engineer

W B Klaboe
State Highway Engineer

Contract No. 6513

Project designation F-40(10) State-Federal

Date awarded 10-20-64

Work started 11-4-64

Per cent completed 98% 8-30-65 Date

Spec. completion date ~~No. of Workdays Allowed~~ 8-31-65

~~No. of Workdays Used~~

calendar days

No. of Added ~~Workdays~~ Requested ~~XX~~ 0

FORM S-30 REV 3-56 SP*6470-794

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 13, 1965

To: Mr. F. B. Klaboe
Assist. State Highway Engineer
OFFICE

SUBJECT: Extension of Time
Minam Section
Wallowa Lake Highway
Contract 6513

Attached is a request from Schrader Construction Co., Inc. & L. S. Matusek, contractors on the subject contract for an extension of the specified completion date from August 31, 1965 to September 30, 1965 without the assessment of liquidated damages.

The contractor's request is based on delays in removal of the old bridge caused by unusual conditions of runoff which prevented low water working conditions in the Wallowa River until the month of August.

During normal spring runoff conditions, the water level in the Minam and Wallowa Rivers is at a summer low by the end of June or the first part of July. This past year, due to heavy snow accumulations and sustained runoff, these river levels remained high until August. The removal of the old bridge during higher water would have been impractical and more dangerous and was therefore postponed until the waters had reached their normal summer level.

The specified completion date for this contract was August 31, 1965. The estimated completion date is October 1, 1965, indicating that a 31 calendar day overrun will occur. This amounts to $4,340.00 in liquidated damages based on the penalty rate of $140.00 per day.

The specification for the removal of the old bridge was changed by revision letter number 2 dated 9-29-64, to require removal of 2 feet below ground line or stream bed and stockpiling span members. The contractor's bid for this item was $4,000.00, so there is no obvious imbalance to cover anything else, such as liquidated damages. Traffic is using the new bridge and has not been delayed by the additional time required for completion.

INITIALED F B K

This is a Federal-aid Primary project under the 1954 specifications, but with all reasons for time extensions except "strikes" deleted. The Division Office has recommended the extension. However, since there have been no changed conditions arising from plan or quantity changes, we cannot concur.

This matter has been discussed with the Bureau of Public Roads' Area Engineer who agrees that the river conditions may have caused the contractor some delay. He cannot concur in this request because of the Bureau's decision concerning time extensions on projects with specified completion dates in which the contract special provisions have deleted justifications for time extensions.

Rough drafts of letters to the Bureau of Public Roads and Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:jkk
Attach.

cc: L. H. Young
A. F. Parson

RECEIVED
SEP 15 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 9 - 1965
SP*6470-734
FILING
F-40(10)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 2, 1965

RAILROAD COMPANIES
FILE No. 623

To: Mr. Floyd Query, Secretary
State Highway Commission

Building

SUBJECT: Supplemental Agreement
Pux 535; R/W File 35093
Minam G-Xing project
Minam Section
Wallowa Lake Highway
Wallowa County

Attached please find fully executed copy of a supplemental agreement relative to the above-titled matter between Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee; State of Oregon, by and through its State Highway Commission; and County of Wallowa. This supplemental agreement should be filed in your permanent records.

Distribution of conformed copies has been made as indicated below.

J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:ja
Encl.

cc: R. L. Porter (1)
F. B. Klaboe (1)
F. D. Morgan (2)
E. S. Hunter (1)
A. F. Parson (2)
R. N. Chase (3)
C. H. Maison (1)
Earl F. Saling (1)
Ted Litchfield (1)

Entered
Note in Item Record
& file

RECEIVED
OCT 6 - 1965
FOR FILING

October 5, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 3
November 4, 1965 meeting

Gentlemen:

We have received a request for an extension of time from Schrader Construction Company, Inc. and L. S. Matusek, contractors on the Minam Section of the Wallowa Lake Highway in Wallowa County, Contract No. 6513. The request is for an extension of the specified completion date from August 31, 1965, to September 30, 1965.

The contractor's request is based on delays in removal of the old bridge caused by unusual conditions of runoff which allegedly prevented low water working conditions in the Wallowa River during the month of August. This is not a valid reason for extension of time under our contract.

The specified completion date for this contract was August 31, 1965. The estimated completion date is October 1, 1965, indicating that a 31-calendar day overrun will occur, which is $4,340 in liquidated damages.

We recommend that the request for an extension of time be denied.

This matter will be on the agenda for the November 4 meeting for your consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

Enc.

DES:jkk JAP:bjm fn

E-320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 23, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 8/31/65 days to 9/30/65 days, within which to complete our Contract No. 6513, without the assessment of liquidated damages. The said contract is described as follows:

Grading-paving-structure on the Minam Section of the Wallowa Lake Highway, Wallowa Co.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

The unusual conditions of snow and run-off prevented safe working conditions until the month of August.

Respectfully submitted,

SCHRADER CONSTRUCTION CO., INC. &
L. S. MATUSEK

Contractor

By

CONSENT OF SURETY

Date August 25, 1965

We, GREAT AMERICAN INSURANCE COMPANY, a Corporation, of New York, New York,

and RELIANCE INSURANCE COMPANY, a Corporation, of Philadelphia, Pennsylvania, as

Co-Sureties

on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY

Attorney-in-fact

Fred C. Boyd

Co.

Resident Agent

RELIANCE INSURANCE COMPANY

Gladys I. Poore, Attorney-in-Fact

DOCKY & CO. (SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6513 Contractor Schrader Construction Co., Inc. & L. A. Hatnock

Highway Wallowa Lake

Section Minam

Kind of Work Grading, Paving and Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ DENIED or ~~GRANTED~~. The reasons for such recommendation are as follows:

High water, Minam and Wallowa Rivers prevented the removal of the old bridge under safe working conditions., however under the terms of the specifications this does not constitute a valid reason for a time extension.

Recommended for Approval:

Alfred Shelgf
Division Engineer

John D. Boe
Construction Engineer or Bridge Engineer

M K Labbe
State Highway Engineer
asst

Contract No. 6513

Project designation F-40(10) State-Federal

Date awarded 10-20-64

Work started 11-4-64

Per cent completed 90% 8-30-65 Date

Spec. completion date

~~No. of Workdays Allowed~~ 8-31-65

~~No. of Workdays Used~~

calendar days

No. of Added Workdays Requested ~~None~~ 0

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OCT 20 1965

STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 5, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 30, 1965, on Contract No. 6513, Minam Section, in Wallowa County, in connection with Federal-Aid Project No. F-40(10).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date Oct. 8, 1965

Conditions noted on above date:

Seeding & mulching by State forces has not been done. The contractor's work is satisfactory.

RECEIVED
OCT 12 1965
OFFICE OF
STATE HIGHWAY ENGINEER

A. W. Parsons
Division Engineer

By _____ OCT 11 1965
G. R. Brooks
District Engineer

No. 48 FINAL REPORT

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER: 1038A		WEEK ENDING: Oct. 1, 1965
SECTION: Minam		SECTION PREFIX: 32-1035
HIGHWAY: Wallowa Lake		COUNTY: Wallowa
NAME OF JOB: Minam	KIND OF WORK: Grading, Paving & Structure	
CONTRACTOR: Schrader Construction Co. Inc. and L. S. Matusek	CONTRACT NUMBER: 6513	FEDERAL AID PROJECT NUMBER: F-40(10)
DATE OF CONTRACT: Oct. 20, 1964	DATE WORK STARTED: Nov. 4, 1964	ESTIMATED COMPLETION DATE: September 30, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 0	SPECIFIED WORK DAYS: Completion Date Aug. 31, 1965	WORK DAYS USED
PROJECT AUTHORIZATION: $ 487,352.25	ENGINEERING AUTHORIZATION: $ 34,656.16	PERCENT OF TIME ELAPSED: 111
EXCLUSIVE OF ENGINEERING: $ 452,696.09	ENGINEERING COST TO DATE: $ 46,066.94	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 428,740.00	PERCENT OF AUTHORIZATION: 133%	
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN: 5%	DATE PROJECT WAS COMPLETED: September 30, 1965	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100	100	100	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.77	0.77			0.77
MILES PARTIALLY COMPLETED	0.77	0.77			0.77
MILES COMPLETED	0.77	0.77			0.77
TOTAL ESTIMATED QUANTITIES (CONTRACT)	103,400	21,450 tons			3,800 tons
TOTAL QUANTITIES CORRECTED TO DATE	104,723	20,484			3,705
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	104,723	20,484			3,705
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Misc. hand tools

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Ptly Cloudy		
TUESDAY	Fair		
WEDNESDAY	fair		
THURSDAY	fair		
FRIDAY	fair		
SATURDAY			

Routing

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CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

REMARKS: Installation of two sections of Guard Rail at the Fleser Approach was made this week to complete the project.
L.E. Jensen & H.S. Coulter made the final inspection of the project Friday (10/1/65) P.M.
It is expected that the Semi-Final Estimate will be submitted to the Division Office next Monday.

SIGNED J Britt

ADDRESS La Grande

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
SEP 7 1965
OREGON PUBLIC ROADS

Form CD-1261 (1-63)
(Prep. by CO. [illegible])

F-40(10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 31, 1965

In reply refer to: 08-35.4-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project No. F-40(10)
Minam Section, Wallowa Lake Hwy.
State Force Order No. 6
Seeding & Mulching

Reference is made to your letter dated August 23, 1965 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis. A signed copy of the order is returned herewith.

REFERRED TO
[signature]
BY ASST. STATE HWY. ENGR.
9-[illegible]-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

[illegible] authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

Office Engineer.

State Printing

APPROVED
Contingent upon ... tion of
... nal
... Date AUG 9 1965 ...
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 6

Project Name Finam Section Date August 9, 1965

Highway Wallowa Lake Contract No. 6513 F. A. Project No. F-4-(10)

County Wallowa Prefix 32-1035 Account No. 224-230-05

Description of Work To Be Done:

Grass seeding, fertilizing, & mulching to be done by state erosion control crews on cut and fill slopes to prevent soil erosion and for roadside improvement.

Location by Station Numbers:

Between Stations 1963+00 and 1974+50

Estimate of Quantities and Costs:

7 Acres seed and fertilize	at $75.00/Acre	$ 525.00
7 Acres Mulching	at 175.00/Acre	1,225.00
	Total	$1,750.00

Materials to be used per Acre: 75 lbs. mixed grass seed
400 lbs. 10-16-[illegible] fertilizer
2 tons grass straw

Explanation:

State is equipped to perform work with specialized equipment with consequential savings of public funds. Funds needed have been authorized. This work [illegible]

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 47,324.25
Present estimate of project cost, including $ 1,750.00 for work under this order	$ 45[illegible].75
Expected ~~under-run~~ over-run (amount)	$ 11,0[illegible].00
Expected ~~under-run~~ over-run (per cent)	[illegible]%

Space to right of this line is for use of Salem Office

Submitted by: /s/ J. C. Pitt
Resident Engineer

Approval Recommended: /s/ [illegible] Asst.
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ H. S. Coulter Asst.
Division Engineer

Approved: /s/ [illegible]
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
JUN 11 1965

Form CO-521
(11-63)
(Prev. by
A.O. 806-101)

UNITED STATES GOVERNMENT

Memorandum

A

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

F 40(10)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 4, 1965

In reply refer to: 08-35.4-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M E Martin
M. E. Martin
Acting Division Engineer

SUBJECT: State Force Order No. 5
Wallowa Lake Highway
F-40(10)

We are approving the use of State Forces on subject order as being in the public interest in accordance with PPM 21-6.3. Your letter dated May 20, 1965 explains the reasons for the work and satisfactorily explains the work to be accomplished. This approval is given in lieu of having railroad flagman on 24 hour duty per day for one train per day.

Reimbursement will be made on an actual cost basis.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-105—5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date APR 19 1965 By [signature]
Dist. Engineer
U.S. Bureau of Public Roads

Order No. 5

Project Name Minam Date May 6, 19 65

Highway Wallowa Lake Contract No. 6513 F. A. Project No. F-40(10)

County Wallowa Prefix 32-1035 Account No. 274-05

Description of Work To Be Done: J.A.H.

Erect temporary signs and flashing beacons at U.P.R.R. grade crossing

Location by Station Numbers:

20+35

Estimate of Quantities and Costs:

Labor and Materials $400.00

Explanation:

Approved by F. B. Klaboe in reference to letter from P.U.C. dated 4-15-65.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 487,352.25
Present estimate of project cost, including $ 400 for work under this order	$ 487,352.25
Expected under-run / over-run (amount)	$ -
Expected under-run / over-run (per cent)	-

Space to right of this line is for use of Salem Office

Submitted by: /s/ J. C. Hiatt
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst.
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ A. F. Parson
Division Engineer
crc

Approved: /s/ L. H. Young
Assistant State Highway Engineer-Construction Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
MAY 27 1965

6513

May 26, 1965

Oregon State Highway Commission

Gentlemen:

A proposed supplemental agreement between the Union Pacific Railroad Company, Wallowa County, and the State Highway Commission on the Minam Section of the Wallowa Lake Highway in Wallowa County, Contract 6513, will be on the agenda for the June 1 meeting.

This supplemental agreement covers a temporary haul road used by the contractor for hauling surfacing materials across the roadbed of the Union Pacific railroad. It has been in use since early March and the execution of this agreement will set up the necessary machinery by which the Railroad can charge its costs to the State Highway Commission. We, in turn, have agreements with the prime contractor and his subcontractor which contain conditions requiring them to reimburse us for all the costs incurred by the Railroad.

We recommend your approval of the agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
H. S. Cox
A. F. Parson

FBK:srb fn

RECEIVED
MAY 21 1965
FOR FILING

F-40(10)

6513

May 20, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 5, Account No. 274 covering temporary signs and flashing beacon at U.P.R.R. grade crossing at Station 20+35 on the Minam Section of the Wallowa Lake Highway in Wallowa County, Contract No. 6513 in connection with Federal-Aid Project No. F-40(10).

This work is necessary to handle traffic over a temporary grade crossing until the permanent installations can be completed.

The work was approved by P.U.C. April 15, 1965.

This work was tentatively approved by the BPR District and Area Engineers April 13, 1965. Your approval as of that date, under the provisions of PPM 21-6.3, on actual cost basis, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:lt
Enc.

RECEIVED
MAY 14 1965

F 4 1 (-)
6 2 1

May 13, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, Account No. 276-04, covering the cost of permanent signing on the Minam Section of the Wallowa Lake Highway in Wallowa County, Contract No. 6513 in connection with Federal-Aid Project No. F-40(10).

This work consists of permanent installation of regulatory traffic control signs and stream crossing signs. This work was an anticipated item and is included in the project authorization.

The estimated cost of the work is $500 with Federal participation $300.

The work was tentatively recommended for approval by the BPR Area Engineer, May 11, 1965. Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VG:bb

Enc.

RECEIVED
MAY 6 - 1965
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

F-Hwy

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

May 4, 1965

Mr. P. W. Schneider, Director
Oregon State Game Commission
1634 S. W. Alder Street
Portland, Oregon

Attn: Mr. R. O. Koski
Chief of Liberations

Re: Minam Section
Wallowa Lake Highway
Contract No. 6513

Gentlemen:

As suggested in your letter of April 13, 1965 our resident engineer on this project, Mr. J. C. Hiatt, contacted your regional office in La Grande, and on April 21 accompanied Mr. Clyde Smith, Assistant Regional Supervisor, on an inspection of the job site.

A major portion of the siltation referred to was the result of the floods which occurred in December and January and the cleanup of the damage resulting from them. Some of the material removed in connection with this cleanup was placed along the river side of the fills east of this project. Our maintenance crews have been instructed to cease placing any additional materials along the river banks. As the fills on our present construction project are made of rocky material and blanketed with riprap, there should be no erosion or siltation resulting from them.

The gravel materials deposited under the new structure will be spread back of the approach fills and along the northerly banks to replace areas washed out by the winter floods. Future hauling operations by our contractor are being studied to insure keeping the siltation of these streams to a minimum.

As a result of Mr. Hiatt's meetings with your field representatives, I am sure this problem has been resolved to our department's satisfaction.

NOTED
F. B. KLABOE

Very truly yours,

Forrest Cooper
State Highway Engineer

by

F. D. Morgan
Construction Engineer

cc F. B. Klaboe

RECEIVED
MAY 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Commissioners
Wayne L. Kinsley, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S W ALDER STREET
PORTLAND

April 13, 1965

REFERRED TO
Morgan
Date: 4-14-65 By: JOSK
For: Please discuss
with me
Due Date:

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We have received several field reports from our district fishery biologists in Northeastern Oregon, expressing concern for fishery protection during construction of the Wallowa River bridge.

Our field people discussed the project with Mr. Jack Hiatt of your department, who indicated that we had approved the project.

Our approval for the plans of the bridge (drawing No. 19111), was given in a letter to you, dated January 31, 1964. In addition, our letter contained the following comment. "Both the Minam River and the Wallowa River are important spawning and nursery streams for several species of anadromous fish. We would like to request that any siltation resulting from the project, be kept to a bare minimum, and stream disturbance be confined to the smallest possible area."

Unfortunately, in approving the plans for the bridge, we could not visualize the severe encroachment on the river channels. It is reported that 500 feet of the Minam River channel has been reduced 25 percent, with a short section reduced 40 percent. The toe of the bridge approach is restricting 600 feet of the Wallowa River by approximately 27 percent. Steelhead spawning gravel in both streams will be lost because of the resultant higher velocities. A high degree of siltation has existed since the beginning of the project, and will probably continue, as it is reported that silt being removed from the roadsides is being deposited along the river side of the roadway, and will probably reach the stream bed via the first high water period.

It is apparent that closer scrutiny will be necessary on future projects of this type, if we are to give suitable protection to the fishery resource.

Your consideration in determining if possible changes can be made in present construction practices on this project, would be appreciated. The steelhead spawning season will be shortly under way and temporary as well as permanent damage to the fish runs in those streams has already occurred.

copy

If further explanation of the problem is needed, as it relates to fish protection, in the area of construction, your engineer can contact our regional Supervisor at La Grande, Mr. Will Brown. The telephone number is WO 3-4550.

We trust, that through your interest, some satisfactory solution can be obtained, to preserve the fishery values of the subject streams.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

cc: Director, OFC

Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
A. F. Parson (2)

RECEIVED
APR 19 1965
FOR FILING

PUBLIC UTILITY COMMISSIONER

SALEM, OREGON

April 15, 1965

In Reply Please Refer to File No.

R. M. Brown, Dist. Eng., N.W. District
Union Pacific Railroad Co.
2525 Larrabee Street
Portland, Oregon 97227

Dear Mr. Brown:

We have been advised that motor vehicle traffic can now be routed over Crossing No. 2G-46.85, on the Joseph Branch near Minam, but that the flashing light signals which are to provide protection to the newly established crossing have not been installed.

Rather than delay the work, the Highway Department proposes to install, for temporary use and until such time as you are able to make the permanent signal installation:

Reflectorized crossbucks
30" diameter "STOP" signs,
Flashing red beacons and
"STOP AHEAD" signs

on each side of the crossing. The traffic will be required to move through a construction zone and at restricted speed.

We believe that such measures will provide adequate protection for the normal and prudent use of the crossing, by both rail and highway vehicles, and see no objections thereto. However, it is recommended that the installation of the flashing light signals be expedited, and that full protection be provided as soon as possible. Such installation as diagrammed on your signal department drawing C-4843 was approved by the Commissioner on December 15, 1964.

Please notify us when the flashing light signals are installed and in service.

Very truly yours,

JAMES E. SINGLETON
Director of Transportation

By C. E. Jaqua
Utility Engineer
Highway Engineer

CEJ:cpb
CC: F. B. Klaboe, Ass't State Highway Engineer
State Highway Building

COPY

REFERRED TO
Parson - Morgan - Hershberger
Date: 4-16-65 By: [illegible]
For: Please expedite
Due Date: processed.

copies sent 4-16-65

RECEIVED
APR 15 1965
FOR FILING

April 14, 1965

Honorable Jonel C. Hill
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Attention: Mr. C. E. Jaqua
Engineer

Re: Order No. 40419, SXF-291;
FUK 535, Temporary Signing,
G-Xing at Minam, Wallowa
Lake Highway, Wallowa County,
Project No. F-40(10)
Contract No. 6513

Dear Mr. Jaqua:

Construction of subject project has almost reached the point called Stage 2 in the contract, which is the phase in which vehicular traffic is to be detoured from the existing highway undercrossing to the new grade crossing. Said grade crossing is within a restricted speed "construction zone"; surfacing is of a temporary nature, which also helps reduce the speed of traffic.

Negotiations for the construction of the crossing were begun more than one year ago. Order No. 40419 was issued in September, 1964. The railroad failed to order the materials for the signal installations, so that it now appears that such signals will not be installed until June 1, 1965.

The Highway Department proposes and requests authorization of the Commissioner to, at its sole cost, temporarily sign the crossing by placing a reflectorized cross buck on each side of the crossing at appropriate locations and install on each; (1) a Highway Department Stop Sign M-100-30 (30" by 30" with 10" lettering) and (2) a flashing red beacon light which shall be in operation continuously until the permanent railroad signals required by said Order No. 40419 have been installed.

Said signing will be in addition to the restricted speed signs, construction zone signs and Stop Ahead signs M-300-42, which the Department has installed on each side of

the new grade crossing during its construction. Said Stop Ahead sign is required by Department regulations when a flashing red beacon is installed.

Time is of the essence in this matter as the contractor can operate only one more week without detouring the highway traffic.

The railroad has not been agreeable with the Department's proposal and has demanded a flagman for 24 hours per day during the period of use before the railroad traffic signals are installed. Such a demand by the railroad appears to be extremely unreasonable as there is only one train scheduled on this track--it makes a round trip during daylight hours. The cost of such flagmen to the Highway Department, which is to the gasoline taxpayers of the State, would be at least $5,000.

We have now been informed that railroad management will accept the Department's signing proposal, as stated above, if it has written assurance from the Public Utility Commissioner's office that said signing is suitable as protecting traffic on the highway and the railroad.

Said letter should be addressed to Mr. R. M. Brown, District Engineer, Northwestern District, Union Pacific Railroad Company, 2525 N. Larrabee Avenue, Portland, Oregon 97227.

Your assistance and cooperation in this matter is most appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. George Rohde Att: Mr. Joseph Nershberger
Mr. F. D. Morgan
Mr. A. F. Parson

JNH:ja srb

RECEIVED
APR 15 1965
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Commissioners
Walter J. Hampton, Lakeview
Chairman
Talbot Reed, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S W ALDER STREET
PORTLAND

April 13, 1965

REFERRED TO
Morgan
Date: 4-14-65 By: WSK
For: Please discuss
with me
Due Date:

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We have received several field reports from our district fishery biologists in Northeastern Oregon, expressing concern for fishery protection during construction of the Wallowa River bridge.

Our field people discussed the project with Mr. Jack Hiatt of your department, who indicated that we had approved the project.

Our approval for the plans of the bridge (drawing No. 19111), was given in a letter to you, dated January 31, 1964. In addition, our letter contained the following comment. "Both the Minam River and the Wallowa River are important spawning and nursery streams for several species of anadromous fish. We would like to request that any siltation resulting from the project, be kept to a bare minimum, and stream disturbance be confined to the smallest possible area."

Unfortunately, in approving the plans for the bridge, we could not visualize the severe encroachment on the river channels. It is reported that 500 feet of the Minam River channel has been reduced 25 percent, with a short section reduced 40 percent. The toe of the bridge approach is restricting 600 feet of the Wallowa River by approximately 27 percent. Steelhead spawning gravel in both streams will be lost because of the resultant higher velocities. A high degree of siltation has existed since the beginning of the project, and will probably continue, as it is reported that silt being removed from the roadsides is being deposited along the river side of the roadway, and will probably reach the stream bed via the first high water period.

It is apparent that closer scrutiny will be necessary on future projects of this type, if we are to give suitable protection to the fishery resource.

Your consideration in determining if possible changes can be made in present construction practices on this project, would be appreciated. The steelhead spawning season will be shortly under way and temporary as well as permanent damage to the fish runs in these streams has already occurred.

If further explanation of the problem is needed, as it relates to fish protection, in the area of construction, your engineer can contact our regional Supervisor at La Grande, Mr. Will Brown. The telephone number is WO 3-4350.

We trust, that through your interest, some satisfactory solution can be obtained, to preserve the fishery values of the subject streams.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

cc: Director, OFC

Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
A. F. Parson (2)

Form CD-121 (11-63) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

RECEIVED MAR 19 1965 FOR FILING

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

DATE: March 16, 1965

In reply refer to: 08-35.4-DA

SUBJECT: Revision in Design of Grade Crossing
Minam Section of the Wallowa Lake Highway
Wallowa County - Oregon Project F-40(10)

A review of your letter dated March 3, 1965 has been made. We were unaware you planned to use a Type III crossing instead of a Type II which is shown on plan sheet 4.

Approval is given with the provision that a corrected plan sheet 4 be transmitted to this office deleting Type II for Type I as you request.

RECEIVED LLOYD V. SHAW

RECEIVED MAR 17 1965

Copies To Litchfield
Young
3-19-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 10 1965
COMMISSIONERS
FOR FILING
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID S. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 3, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Revision in Design of Grade Crossing
Minam Section
Wallowa Lake Highway - Wallowa County
Project No. F-40(10)

Dear Sir:

Herewith you will find two copies of the Union Pacific Railroad Company's letter dated February 18, 1965 requesting a substitution of steel inner guardrail for timber headers on the above-captioned project.

Please refer to page 2 of Exhibit "B" of the Railroad-State Agreement dated October 9, 1964. You will note the item "Install Timber Headers for Grade Crossing" is estimated to cost $460. This work was approved by your letter of August 5, 1964, and the railroad was authorized to proceed by our letter of November 6, 1964.

The change requested would amount to changing this crossing from a Type III to Type I, as shown on our standard drawing #2115 (Sheet 4 of the construction plans inadvertently shows a Type II crossing to be constructed). It is our policy to use a Type I crossing on any main highway where it is agreeable to the railroad. Each railroad has widely divergent views on the design of grade crossing, and the type we install in any given location must be satisfactory to the railroad. We feel this revision will produce a more serviceable crossing and require less maintenance. The additional cost to the State is estimated to be $500.

We request your approval of the above change in plan and authorization to proceed with this work.

TWL:bjm

encs.

cc: L. P. Shaw (w/attach.)
L. H. Young "
C. H. Maison "
A. F. Parson "
J. C. Hiatt "

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

FEBRUARY 18, 1965

(File Ref. D 323 - 1 - 59)

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

The estimated cost in Exhibit "B" attached to agreement dated OCTOBER 9, 1964, covering the Minam section of Wallowa Lake Highway, for railroad work on the grade crossing was based on installing temporary headers for a 64-foot crossing.

Understand that actual length of crossing will be 100 feet due to the skew angle, thus requiring an expenditure greater than the original estimate. Also, wish to advise that the Railroad Company now permits installation of steel inside guard rail in certain territories, including this location, which the State has indicated in the past that it prefers.

Will you please advise if the State is willing to assume the additional expense for an installation of this nature for the 100-foot crossing, which is estimated to cost $960, $325 labor and $635 material.

Yours very truly,

W. G. Johnson

FILE

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

February 5, 1965

Original signed by T. Dec
By: T. Dec
Eng. Coordinator

08-35.5/F-40(10)
440

A. W. Parsons, Division Engineer
Salem, Oregon

T. Dec
Engineering Coordinator

Equipment Rental Rates
Union Pacific Railroad Company
Oregon Project F-40(10)

Reference is made to your letter of January 28, 1965 concerning the Union Pacific Railroad Company's disbursement bulletin # 14-13, dated July 3, 1964, listing equipment rental rates to be used in billing foreign lines, Governmental bodies, outside companies and individuals. This bulletin was issued as a result of Instructional Memorandum 30-1-64 dated February 14, 1964.

We are advised that the Bureau has scheduled a review of these rates at the railroad company's office in Omaha this month. On completion of this review we expect to be advised as to the acceptability of the rates.

Pending receipt of the results of the review, our approval of rental rates will be made on a project basis.

For the Minam Section, Oregon Project F-40(10), we approve the rates contained in disbursement bulletin # 14-13 that are the same as the rates contained in the list furnished with your letter of June 15, 1964 for Cascade Locks-Mitchell Point Section, Oregon Project I-80N-2(9)43.

The rates contained in bulletin # 14-13 that deviate or cover equipment that was not included in the list furnished June 15, 1964 may be used on the Minam Section with the understanding that Federal participation will be conditioned on the acceptability subsequent to the Bureau Review.

Copy to Jim
Copy attached
2-15-65

NOTED
LLOYD P. SHAW

RECEIVED
JAN 19 1965
FOR FILING

FORM B-30 SOH 7-64 SP*6228-724

RAILROAD COMPANIES
FILE No.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 15, 1965

To: Mr. Floyd Query, Secretary
State Highway Commission

Building

SUBJECT: Pux 535; R/W File 35093
Agreement (Minam G-Xing)
Minam Section
Wallowa Lake Highway
Wallowa County

Attached please find fully executed copy of an agreement relative to the above-titled matter. This agreement should be filed in your permanent records.

Distribution of conformed copies has been made as indicated below.

J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:ja
Encl.

cc: R. L. Porter (1)
F. D. Morgan (2)
I. A. DeFrance (1)
A. F. Parson (2)
R. N. Chase (3)
C. H. Maison (1)
Earl F. Saling (1)
Ted Litchfield (1)

Ruth
for filing

RECEIVED
DEC 9 - 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Minam Date November 20, 19 64

Highway Wallowa Lake Contract No. 6513

County Wallowa Proj. 32-10[illegible]

Contractor Schrader Construction Co., Inc. & L. S. Matousek F. A. Proj. No. F-[illegible]

Address 7912 SE Powell, Portland, Oregon Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Provide flagmen and pilot car operators as specified in Supplemental General Provisions of the contract.

Location by station numbers:

Entire project.

Estimate of quantities and cost:

57½% of cost of contractor = $3,000

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Specified in contract and included in project authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 487,352.25
Present estimate of project cost, including $ 3,000 for work under this order	$ 487,352.25
Expected under-run / over-run amount	$ - -
Expected under-run / over-run per cent	- -

Submitted by: /s/ J. C. Hiatt
Resident Engineer

Approval Recommended: /s/ A. F. Parsons
Division Engineer

Approval Recommended: /s/ [illegible]

Approved /s/ [illegible]
[illegible] Engineer

State Printing Copy To Young 12-8-64

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FOR. R-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
(1) 153		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY
5		Wallowa
		PROJECT NO. F-40(10)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 82 0.4 mi. W. to 0.4 mi. E. Wallowa River

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-14-64	0.849
*OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 470,170.00	$ 283,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Stone

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By XXX A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer NOV 10 1964

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal-Aid
Project No. F-40(10)

MINAM SECTION OF THE WALLOWA LAKE

HIGHWAY IN WALLOWA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 28, 1964

Type Code 6201
Roadway (Sta. 1963+00 thru Equa. 1965+69.64 = 1+84.64 to Sta. 44+00)
(Contract No. 6513)

Clearing and Grubbing	All Required			$ 17,855.00
Drain ge Excavation, Unclassified	280	cu.yds.	$ 3.50	980.00
General Excavation, Unclassified	103,400	cu.yds.	0.80	82,720.00
Short Overhaul	388,500	yd.stas.	0.02	7,770.00
Long Overhaul	7,000	C-yd.stas.	0.55	3,850.00
Finishing Ro dbed and Slopes	0.77	mile	1,500.00	1,155.00
Rounding Cutbanks	1,760	lin.ft.	0.25	440.00
12-inch Culvert Pipe	75	lin.ft.	3.80	285.00
18-inch Culvert Pipe	280	lin.ft.	5.00	1,400.00
24-inch Culvert Pipe	60	lin.ft.	7.30	438.00
18-inch Metal Culvert Pipe	90	lin.ft.	5.00	450.00
24-inch Metal Culvert Pipe	80	lin.ft.	7.30	584.00
18-inch Culvert End Sections	5	only	45.00	225.00
24-inch Culvert End Sections	2	only	50.00	100.00
Metal Guard Rail	4,000	lin.ft.	2.70	10,800.00
Rail End Pieces	30	only	5.00	150.00
Guide Posts, W-1	35	only	8.00	280.00
Guide Posts, Y-1	20	only	8.00	160.00
Coarse Crushed Material in Base	17,500	tons	2.60	45,500.00
3/4" - 0 Material in Base	3,950	tons	2.60	10,270.00
Sprinkling	850	M-gals.	2.00	1,700.00
Preparation of Base	0.77	mile	1,000.00	770.00
3/4" - 0 Material in Binder Course	150	cu.yds.	4.50	675.00
MC-250 Asphalt	24	tons	70.00	1,680.00
Class "B" Asphaltic Concrete	3,800	tons	16.00	60,800.00
				$251,037.00
Flagging (57½% of Contractor's Cost)	All Required			$ 3,000.00
Signing (Temporary)	All Required			100.00
Seeding and Mulching	All Required			1,800.00
				$ 4,900.00
Work by Union Pacific Railroad Co.:				
Railroad Work	All Required			$ 23,135.00
RR Protective Service	All Required			2,000.00
				$ 25,135.00

	Subtotal		$281,072.00
	10% Engr. & Cont.		28,107.00
	Total		$309,179.00

Type Code X081
Wallowa River Bridge (Sta. 17+74 to Sta. 22+00)(Contract No. 6513)

Remove Existing Bridge	All Required		$ 4,000.00
Shoring, Cribbing, etc.	All Required		10,000.00
Structural Excavation	540 cu.yds.	$ 8.00	4,320.00
Structural Excavation Below Elevation Shown	60 cu.yds.	10.00	600.00
Furnish 10 BP 42 Steel Piling	385 lin.ft.	5.00	1,925.00
Drive Steel Piles	11 only	100.00	1,100.00
Splice Steel Piles	3 only	80.00	240.00
Class "A" Concrete (850 cu.yds.)	All Required		68,000.00
90' to 95' Type IV Prestressed Beams	12 only	2,700.00	32,400.00
Metal Reinforcement (181,700 lbs.)	All Required		25,000.00
8-inch Metal Drain Pipe	70 lin.ft.	4.00	280.00
	Subtotal		$147,865.00
	10% Engr. & Cont.		14,786.00
	Total		$162,651.00
Credit for Salvaged Bridge, 83 tons Scrap Steel at $20.00 per ton			1,660.00
	Total		$160,991.00

Length of Roadway - - - - - - - - - - 0.769 miles
Length of 1 Structure - - - - - - - - 0.080 miles
Total Length - - - - - - - - - - - - 0.849 miles
Cost of Roadway per mile - - - - - - $402,053.31

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$309,179.00	$186,000.00	$123,179.00
Bridge	160,991.00	97,000.00	63,991.00
	$470,170.00	$283,000.00	$187,170.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939

State Funds for Maint.: Chap. 529, laws 1939

MINAM SECTION

Project No. F-40(10)

Estimated cost of work by Union Pacific Railroad Company.

Railroad Work

Labor	$11,525.00
Materials	11,610.00
	$23,135.00

RR Protective Service

1 Section Foreman $2.67 x 8 =	$21.36	per shift
2 Section Laborers ($2.28) $4.56 x 8 =	36.48	per shift
	$57.84	per shift
Payroll Additives (30%)	$17.35	per shift
Transportation	10.35	per shift
Contingencies (10%)	8.55	per shift
	$94.12	per shift
21 shifts $94.12 =	$1,976.52	
Use	$2,000.00	

Oregon State Highway Department

Federal Aid
Project No. F-40(10)

MINOR SECTION OF THE MALLOMA LAKE HIGHWAY

IN MALLOMA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 28, 1964

Type Code 6201
Roadway (Sta. 1963+00 thru Equa. 1965+69.64=1464.64 to Sta. 44+00)

Clearing and Grubbing	All Required			$ 6,000.00
Drainage Excavation, Unclassified	280	cu.yds.	$ 3.00	840.00
General Excavation, Unclassified	103,400	cu.yds.	0.90	93,060.00
Short Overhaul	388,500	yd.stas.	0.02	7,770.00
Long Overhaul	7,000	C-yd.stas.	0.50	3,500.00
Finishing Roadbed and Slopes	0.77	mile	1,500.00	1,155.00
Rounding Cutbanks	1,760	lin.ft.	0.25	440.00
12-inch Culvert Pipe	75	lin.ft.	3.75	281.25
18-inch Culvert Pipe	280	lin.ft.	4.75	1,330.00
24-inch Culvert Pipe	60	lin.ft.	6.00	360.00
18-inch Metal Culvert Pipe	90	lin.ft.	5.00	450.00
24-inch Metal Culvert Pipe	80	lin.ft.	7.50	600.00
18-inch Culvert End Sections	5	only	40.00	200.00
24-inch Culvert End Sections	2	only	55.00	110.00
Metal Guard Rail	4,000	lin.ft.	2.75	11,000.00
Rail End Pieces	30	only	5.00	150.00
Guide Posts, W-1	35	only	7.50	262.50
Guide Posts, Y-1	20	only	8.00	160.00
Coarse Crushed Material in Base	17,500	tons	2.35	41,125.00
3/4" - 0 Material in Base	3,950	tons	2.50	9,875.00
Sprinkling	850	M-gals.	3.00	2,550.00
Preparation of Base	0.77	mile	400.00	308.00
3/4" - 0 Material in Binder Course	150	cu.yds.	4.50	675.00
MC-250 Asphalt	24	tons	55.00	1,320.00
Class "B" Asphaltic Concrete	3,800	tons	12.00	45,600.00
				$229,121.75
Flagging (57½ of Contractor's Cost	All Required			$ 3,000.00
Signing (Temporary)	All Required			100.00
Seeding and Mulching	All Required			1,800.00
				$ 4,900.00

Utilities			
Work by Union Pacific Railroad Co.			
Railroad Work	All Required		$ 23,135.00
R.R. Protective Service	All Required		2,000.00
			$ 25,135.00
	Subtotal		$259,156.75
	10% Engr. & Cont.		25,915.25
	Total		$285,072.00
Type Code X081			
Wallowa River Bridge (Sta. 17+71 to Sta. 22+00)			
Remove Existing Bridge	All Required		$ 10,000.00
Shoring, Cribbing, Etc.	All Required		8,000.00
Structural Excavation	540 cu.yds.	6.00	3,240.00
Structural Excavation Below Elevation Shown	60 cu.yds.	10.00	600.00
Furnish 10 BP 42 Steel Piling	385 lin.ft.	6.00	2,310.00
Drive Steel Piles	11 only	100.00	1,100.00
Splice Steel Piles	3 only	50.00	150.00
Class "A" Concrete (650 cu.yd. $80.00)	All Required		68,000.00
90' to 95' Type IV Prestressed Beams	12 only	3,400.00	40,800.00
Metal Reinforcement (181,700 lbs. $0.13)	All Required		23,621.00
8-inch Metal Drain Pipe	70 lin.ft.		280.00
	Subtotal		$158,101.00
	10% Engr. & Cont.		15,810.00
	Total		$173,911.00
Credit for Salvaged Bridge 83 tons Scrap Steel @ $20.00 per ton			1,660.00
		Total	$172,251.00

Length of Roadway - - - - - - - - - - - 0.769 Mile
Length of 1 Structure - - - - - - - - - 0.080 Mile
Total Length - - - - - - - - - - - - - - 0.849 Mile
Cost of Roadway per Mile - - - - - - - $370,704.81

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$285,072.00	$177,000.00	$108,072.00
Bridge	172,251.00	106,000.00	66,251.00
	$457,323.00	$283,000.00	$174,323.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.
State Funds for Maint.: Chap. 529, laws 1939.

MIDDLE SECTION

PROJECT NO. F-40(10)

Estimated cost of work by Union Pacific Railroad Company

Railroad Work

Labor	$11,525.00
Materials	11,610.00
	$23,135.00

R.R. Protective Service

1 Section Forman	$2.67 x 8 =	$21.36 per shift
2 Section Laborers ($2.28)	$4.56 x 8 =	$36.48 per shift
		$57.84 per shift

Payroll Additives (30%)	$17.35 per shift
Transportation	10.35 per shift
Contingencies (10%)	8.55 per shift
	$94.12 per shift

21 Shifts $94.12 = $1,976.52

USE $2,000.00

MINIMUM SECTION

PROJECT NO. F-49(10)

Prestressed Beam Quantities

Overhead			$ 150.00
Class "A-A" Concrete	20 cu. yds.	$108.00	2,160.00
Metal Reinforcement	1,532 lbs.	$ 0.12	183.84
Prestress Steel	2,392 lbs.	$ 0.40	956.80
			$3,450.64

Oregon State Highway Department

Federal-Aid
Project No. F-40(10)

MINAM SECTION OF THE WALLOWA LAKE HIGHWAY

IN WALLOWA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 9, 1964

Type Code 6201
Roadway (Sta. 1963+00 Thru Equa. 1965+69.64 = 1+84.64 to Sta. 44+00)

Clearing and Grubbing	All Required			$ 6,000.00
Drainage Excavation, Unclassified	280	cu.yd.	$ 3.00	840.00
General Excavation, Unclassified	103,400	cu.yd.	0.75	77,550.00
Short Overhaul	388,500	yd.sta.	0.02	7,770.00
Long Overhaul	7,000	C-yd.sta.	0.50	3,500.00
Finishing Roadbed and Slopes	0.77	mile	1,500.00	1,155.00
Rounding Cutbanks	1,760	lin.ft.	0.25	440.00
12-inch Culvert Pipe	75	lin.ft.	3.75	281.25
18-inch Culvert Pipe	280	lin.ft.	4.75	1,330.00
24-inch Culvert Pipe	60	lin.ft.	6.00	360.00
18-inch Metal Culvert Pipe	90	lin.ft.	5.00	450.00
24-inch Metal Culvert Pipe	80	lin.ft.	7.50	600.00
18-inch Culvert End Sections	5	only	40.00	200.00
24-inch Culvert End Sections	2	only	55.00	110.00
Metal Guard Rail	4,000	lin.ft.	2.75	11,000.00
Rail End Pieces	30	only	5.00	150.00
Guide Posts, W-1	35	only	7.50	262.50
Guide Posts, Y-1	20	only	8.00	160.00
Coarse Crushed Material in Base	17,500	ton	2.35	41,125.00
3/4" - 0 Material in Base	3,950	ton	2.50	9,875.00
Sprinkling	850	M-gal.	3.00	2,550.00
Preparation of Base	0.77	mile	400.00	308.00
3/4" - 0 Material in Binder Course	150	cu.yd.	4.50	675.00
MC-250 Asphalt	24	ton	55.00	1,320.00
Class "B" Asphaltic Concrete	3,800	ton	12.00	45,600.00
				$213,611.75

Flagging (57½% of Contractor's Cost)	All Required	$ 3,000.00
Signing (Temporary)	All Required	100.00
Seeding and Mulching	All Required	1,800.00
		$ 4,900.00

Utilities

Work by Pacific Power and Light Co.	All Required	$ 1,000.00
Work by Union Pacific Railroad Co.:		
Railroad Work	All Required	23,135.00
R.R. Protective Service	All Required	2,000.00
		$ 26,135.00

	Subtotal		$244,646.75
	10% Engr. & Cont.		24,464.25
	Total		$269,111.00

Type Code X081
Wallowa River Bridge (Sta. 17+74 to Sta. 22+00)

Remove Existing Bridge	All Required		$ 8,000.00
Shoring, Cribbing, etc.	All Required		8,000.00
Structural Excavation	540 cu.yd.	$ 6.00	3,240.00
Structural Excavation Below Elevation Shown	60 cu.yd.	10.00	600.00
Furnish 10 BP 42 Steel Piling	385 lin.ft.	6.00	2,310.00
Drive Steel Piles	11 only	100.00	1,100.00
Splice Steel Piles	3 only	50.00	150.00
Class "A" Concrete (800 cu.yd. $80.00)	All Required		64,000.00
90' to 95' Type IV Prestressed Beams	12 only	3,400.00	40,800.00
Metal Reinforcement (181,700 lbs. $0.13)	All Required		23,621.00
8-inch Metal Drain Pipe	70 lin.ft.		280.00
	Subtotal		$152,101.00
	10% Engr. & Cont.		15,210.00
	Total		$167,311.00

Length of Roadway - - - - - - - 0.769 Mile
Length of 1 Structure - - - - 0.080 Mile
Total Length - - - - - - - - - 0.849 Mile
Cost of Roadway Per Mile- - - $349,949.20

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$269,111.00	$166,000.00	$103,111.00
Bridge	167,311.00	103,000.00	64,311.00
	$436,422.00	$269,000.00	$167,422.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

MINAM SECTION

Project No. F-40(10)

Estimated cost of work by Union Pacific Railroad Company.

Railroad Work

Labor	$11,525.00
Materials	11,610.00
	$23,135.00

R.R. Protective Service

1 Section Foreman	$2.67 x 8 =	$21.36	per shift
2 Section Laborers ($2.28)	$4.56 x 8 =	$36.48	per shift
		$57.84	per shift
Payroll Additives (30%)		$17.35	per shift
Transportation		10.35	per shift
Contingencies (10%)		8.55	per shift
		$94.12	per shift

21 Shifts $94.12 = $1,976.52

USE $2,000.00

MINAM SECTION

PROJECT NO. F-40(10)

Prestressed Beam Quantities

90'-95' Beams

Overhead			$ 150.00
Class "A-A" Concrete	20 cu.yds.	$108.00	2,160.00
Metal Reinforcement	1,532 lbs.	0.12	183.84
Prestress Steel	2,392 lbs.	0.40	956.80
			$3,450.64

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

October 21, 1964

08-35.EC

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project F-40(10)
Minam Section
Grading, paving & structure

As requested in Mr. Young's letter of October 19, 1964, advising that all rights of way or rights of entry with the exception of those involved with utilities and the railroad have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6513 to Schrader Construction Co. and L. S. Matusek of Portland, Oregon, low bidder in the amount of $398,902.00 at the October 6, 1964 bid opening.

Mr. Litchfield's September 10, 1964 Status Utility Report transmitted copies of the Staff Attorney's letters to the utilities involved in this project. As stated in our September 14, 1964 letter authorizing advertising, authorization to proceed with all reimbursable utility adjustments will be withheld until utility plans and detailed estimates are furnished to and approved by this office.

We note that the Union Pacific Railroad's October 14, 1964 letter indicates their approval of the construction plans.

Original to [illegible]
10-26-64

RECEIVED
DEC 15 1964
FOR FILING

October 20, 1964

Schrader Construction Co., Inc., & L. S. Matusek
7912 S. E. Powell Blvd.
Portland 6, Oregon

Gentlemen:

The State Highway Commission on October 9, 1964, accepted your proposal for grading, paving and RCDG bridge on the Minam Section of the Wallowa Lake Highway in Wallowa County for the sum of $398,902.00, and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6513. Contract forms are being prepared and will be mailed to you for execution.

Yours very truly,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By C. W. Heed, Asst. Secretary

CC:
Frank Morgan
L. N. Young
R. G. Savage (SIAC)
I. D. Merchant
Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

fp

RECEIVED
OCT 19 1964
FOR FILING

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
[redacted]
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

OCTOBER 14, 1964

File Ref. D 323 - 1 - 59

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. G. L. Decker,
Asst. Construction Engineer

Dear Sir:

Construction Plans - Minam Section
Wallowa Lake Highway - Wallowa County

Under separate cover, we are returning one set of the State's Construction Plans for the above-captioned project, transmitted with your letter of September 15.

Approval of the Railroads' Chief Engineer of the Plans has been given by Mr. G. S. Goodrich, subject to the deletion of note on Sheet 4 indicating that an highway-rail car setoff platform is to be constructed in vicinity of the highway-railroad crossing.

While it is of no particular concern to our Companies, we believe that the percentage of the estimated cost of the Contractor's work over, under or within 50 feet of the Railroads' track to the total estimated contract cost will be greater than the 1% indicated on page 71 of the Special Provisions.

Yours very truly,

W. G. Johnson

RECEIVED
OCT 16 1964
STATE HIGHWAY ENGINEER

COPIES TO:
AW PARSONS (2)
RL PORTER
LP SHAN
LH YOUNG
FD MORGAN
AF PARSON
JC HIATT
JW VALENTINE

APPROVED PLANS ARE IN MY FILE
I 10-16-64

RECEIVED
OCT 14 1964
FOR FILING

October 13, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Oregon Project F-40(10)
Minam Section
Modification of Ditch Design

Dear Sir:

In reply to your letter of September 21 on the referenced subject, our present design is aimed at this flat bottom ditch. We feel that we will be building increased safety into our highways with the use of this ditch over the old one-foot deep ditch.

It is our intention at this time to use this flat bottom ditch throughout the state. However, I wish to point out that there will be areas where it will be necessary, due to drainage conditions, to revert to our former design. These areas will cover a minor amount of our work as it will only be in those locations where field investigation shows the necessity for the deeper ditch.

We would appreciate your utilizing this section on forest highway construction which is coincident with the State highway system on all future work, unless investigation shows that a deep ditch is necessary on some individual sections.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison

DJB:ra: ajw

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 21, 1964

In reply refer to: 08-35.EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By:
T. Dec
Engineering Coordinator

SUBJECT: Oregon Project F-40(10), Minam Section
Modification of ditch design

Our September 14, 1964 memorandum approved the P. S. & E. for the subject project. On further review of the plans, we note an exception has been made in the ditch design eliminating the ditch 1 foot below the base rock which was approved as standard by our Washington office on March 16, 1962. A relatively flat bottom "canal" section with a depth of 0.1 foot below the base rock at the intersection with the back-slope is shown on the typical sections except for the upper side of superelevated sections where a depth of 0.5 foot is to be used.

Apparently the subject project is the only improvement being financed with Federal participation to utilize this unique design. We recognize the increased safety aspects of the innovation which probably will be satisfactory in the semi-arid area involved.

Since the subject project is the first time the wide bottom ditch is being utilized for normal conditions, we would appreciate being advised as to the extent which you plan to use this variation in design as well as supporting information which may have been considered to insure adequate drainage.

Morgan
Bathe
Hall

CONSTRUCTION DIVISION
RECEIVED
SEP 29 1964
NOTED-- CE ACE ACE COE

RECEIVED
SEP 28 1964
OFFICE ENG'NEERING
DIVISION

File

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

ORDER NO. 40419

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-291

In the Matter of the Application of the STATE OF OREGON by and through its State Highway Commission, for authority to construct a crossing at grade with the tracks and right of way of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, lessee, known as the MINAM GRADE CROSSING project, located in the Northeast Quarter of the Southwest Quarter (NE¼SW¼) of Section 29, Township 2 North, Range 41 East, Willamette Meridian, Wallowa County, Oregon.	ORDER

On May 28, 1964, the State of Oregon, by and through its State Highway Commission, applied to the Commissioner for authority to establish a railroad-highway crossing at grade at the location set forth in the above title. Applicant alleges that the filing is made under the authority of ORS 366.205 and ORS 763.020. Also, that it proposes to relocate and reconstruct the Minam Section of the Wallowa Lake Highway, OSHR 82, of which the proposed crossing will be a part, and that the proposed relocation will permit the elimination of an existing highway undercrossing of Union Pacific Railroad Company's tracks designated as 2G-46.9-B in the Commissioner's Catalog of Railroad Crossings. Further, that said under-crossing is deemed unsafe and highly unsatisfactory because of inadequate horizontal and vertical clearances and that, due to the physical nature of the area, its topography and the proximity of the Wallowa River to the proposed crossing, it is impractical to construct a grade separation structure at this point when the traffic density of both the railroad and the highway is considered.

The Application describes the proposed crossing

and the method of its construction; the gradients of highway and railroad as they approach their intersection, and the method of operation and the average daily number of train and vehicle movements which will be made over it. It further sets forth certain proposals for the performance of the work to be done; the installation of the protective devices; the bearing of costs for the construction of the crossing; the placement of the protective signs, and the subsequent maintenance of crossing and signs.

Attached as a part of the Application and referred to therein as Exhibit "A" is a plan and profile drawing issued by the Oregon State Highway Department entitled "P.U.C. Map and Profile O.W.R.& N. Co. Grade Crossing, Minam Section, Wallowa Lake Highway, Revised to May 8, 1964", which shows in detail and to scale the contours of the terrain adjacent to the crossing; the location of the culture and vegetation in its vicinity; the point of and the angle of intersection of the center lines of railroad and highway; the gradients of the highway and railroad approaches to the crossing; and the visibility of oncoming trains that is afforded as measured along the track from points on the highway 500 feet and 50 feet east and west from the intersection.

By letter dated June 16, 1964, the Acting State Highway Engineer, in behalf of Applicant, informed the Commissioner that:

> "The State Highway Commission wishes to amend said signal specifications to provide for Public Utility Commissioner's Standard No. 2B bracket-mounted flashing light signals with gongs, the cantilever arm of which shall be 12 feet in length extending over a portion of the stopping (outer) lane."

This letter in effect is an amendment of paragraph IX sub-paragraph 3 of the original Application which proposed the installation of Commissioner's Standard No. 2 signals. The need for the modified proposal and for such substitution of signals is supported by the allegation that:

> "A stopping lane for trucks and busses is part of the proposed project, which in effect makes the crossing 4-traffic lanes wide. A stopped truck or bus could easily hide a Standard #2 signal from traffic

on the inside (regular) lane of traffic."

Copies of the Application and the amending letter together with the drawings attached thereto were duly served upon the General Solicitor and the Superintendent of Union Pacific Railroad Company, lessee of Oregon-Washington Railroad and Navigation Company at their respective Portland addresses. The County Court of Wallowa County was notified in like manner.

On June 26, 1964, the Commissioner was informed by letter from the General Attorneys of Union Pacific Railroad Company and Oregon-Washington Railroad & Navigation Company, hereafter referred to as "Railroad", that said companies had no objection to the entry of an order in accordance with the Application as filed and as later amended. The County Judge of Wallowa County also informed the Commissioner by letter dated June 29, 1964, that no objection to the granting of the Application as amended would be entered by Wallowa County.

No objections were made to the acceptance of the amendment or to the installation of the more effective signalization which would result from the changes proposed therein. The amendment is allowed and the Application will be referred to hereafter as it is thereby amended.

Due consideration has been given to the Application, to the matters mentioned above and to the record herein. Conditions in the field were investigated and are substantially as alleged. No unresolved issues are raised by any railroad company or public body in interest that are within the purview of ORS 763.080. The delay that would be occasioned and the expense that would be incurred by the holding of a hearing in this matter would be unjustified. Good cause appearing therefore such public hearing will not be held.

Based upon the Application and the related pleadings and after an investigation in the field, it is found that:

The Application as captioned above requests authority to construct a railroad-highway crossing at grade in Wallowa County. Applicant is a "Public Authority" as

defined in ORS 763.010 and authorized to lay out and construct a public thoroughfare which is also defined therein as a "Highway". When completed the public thoroughfare, of which the crossing is a part, will be a unit of the state primary highway system denominated as the Wallowa Lake Highway. It runs in a generally easterly direction from a connection with USHR 30 at La Grande in Union County to its terminus in the city of Joseph in Wallowa County. The proposed railroad crossing will be approximately 35 miles easterly from La Grande near the community of Minam.

The highway in the vicinity of the crossing will be on a section of tangent alignment that is on a compass course north 75° 52' 10" east. The roadway will be at approximately level grade for some distance on each side of the crossing. At the point of crossing the surfaced portion will be 4 lanes wide and surfaced to a width of 48 feet, between shoulders, with asphaltic concrete. The two 12-foot wide outside lanes are designated as stopping lanes, and adequate roadway width is thereby provided for the safe deceleration, stopping, and acceleration of vehicles without unduly interfering with normal highway traffic.

Applicant estimates that the annual average daily traffic on the Wallowa Lake Highway at the site of the crossing is now 650 vehicles per day and that such traffic will increase to an average maximum of 950 vehicles by 1981. The highway vehicles will be subject only to such speed restrictions as are imposed by Oregon's Motor Vehicle Laws when traveling on state highways in rural areas.

The highway will cross the Joseph Branch of railroad at a point approximately 47 miles easterly from its main line terminal at La Grande. One scheduled second-class freight train is operated over the line each way daily except Sunday. Trains are due to arrive at Minam at 9:10 A.M. and at 11:25 A.M. No passenger trains will normally be operated through the intersection and the train service that is provided does not require high train speeds or a strict adherence to published schedules. The arrival and departure time of trains may vary considerably from such times as are posted in the Oregon Division schedules. Train speeds in the immediate vicinity of the crossing are limited to a maximum of 25 miles per hour.

A passing track, approximately 1000 feet in length, diverges from the main track at a point 125 feet westerly from the proposed intersection. Trains moving into or out of this passing track must necessarily move over the crossing. They will be few in number and move at slow speeds.

The center line of the proposed highway at Engineer's Station 27 + 87.3 will intersect the center line of the main track of railroad at Engineer's Station 1386 + 70.02 at an angle of 35° 1' in the southeast and northwest quadrants.

Applicant proposes to protect the crossing by the installation of 2 Commissioner's Standard No. 2B Flashing Light Signals. Such signals, one on each side of the railroad track, will be mounted on cantilever brackets which will place them approximately 12 feet from the side of the roadway and approximately midway between the 2 outside lanes thereby providing for their adequate visibility from points in either lane of the highway throughout distances in excess of 1000 feet on both sides of the crossing.

After reconstruction of the highway, the existing undercrossing structure located some 260 feet easterly from the proposed intersection will be no longer needed. The old thoroughfare will then be closed to public travel and barricades will be erected on both sides of the track on the approaches to the crossing.

The relocation and construction of the highway involves the performance of considerable work that is not directly connected with the construction of the crossing. The most westerly passing track switch will be relocated and the passing track will be extended approximately 246 feet. The roadway to provide railroad access to the station grounds will be constructed on the southerly side of the track. A loading dock will be removed and reconstructed. A tool house will be relocated. An existing 32 foot plank crossing that will be no longer needed will be removed. The performance of such work is incidental to the construction of the highway but of no particular concern to the construction of the crossing. It is subject to agreement, and included in Applicant's recital of proposals for the handling of work necessary to completion.

Because such work projects are not to be done in connection with the construction of the crossing, they will not be further considered herein.

Applicant proposes that the construction and maintenance of the crossing be handled and the costs thereof be borne as follows:

TO BE DONE BY STATE

(a) Prepare plans and specifications, award contracts for, supervise the construction of and finance the proposed project, and reimburse railroad for all necessary expenditures incurred by them in connection therewith.

(b) After completion of the crossing, maintain the highway and its facilities including that portion of the bituminous concrete highway surface that is within the track area, and reimburse railroad for the maintenance costs attributable to the operation of the 2 Commissioner's Standard No.2B Flashing Light Signals and gongs.

(c) Erect barricades across the existing Wallowa Lake Highway at appropriate locations on either side of the present highway undercrossing structure thereby closing Crossing 2G-46.9-B to public travel.

TO BE DONE BY RAILROAD

(a) Subject to reimbursement as set forth above

1. Furnish such engineering, inspection, watchman and flagman services as may be necessary to protect the railroad operations during the construction of the crossing.

2. Re-arrange the existing signal and/or communication lines to protect the same during construction.

3. Furnish and install 2 Commissioner's Standard #2B flashing light signals equipped with gongs at proper locations, one on each side of the track.

4. Relocate the sidetrack or passing track so that the switch points are moved westerly from railroad's Endineering Station 1387 + 97.5 to 1385 + 45.

5. Prepare its track and roadbed for highway construction by installing preservative treated ties and ballast where required, and providing adequate headers or guard rails for the retention of the bituminous concrete pavement to be installed, such headers to extend for a distance of not less than 50 feet--measured along the center line of the track--in each direction from Railroad's Engineering Station 1386 + 70.02.

(b) After completion of the crossing

1. Railroad, at its own expense shall maintain its track and roadbed and other railroad facilities, including the headers above mentioned, but excluding the surfacing material adjacent thereto.

2. Subject to reimbursement as set forth above, maintain in an effective and efficient operating condition, the Commissioner's Standard No. 2B flashing light signals together with the appurtenances necessary to their normal and satisfactory operation.

No objections are made to the allocation of work to be performed as set forth above or to the proposals for the bearing of costs which are incidental thereto. Such proposals are found to be just and reasonable and they are herein approved.

The reconstruction of the highway and the elimination of a dangerously inadequate highway undercrossing structure will result in benefits which will accrue to the public and are necessary to the public convenience and general welfare. No objections are made to the location of the proposed crossing or to the manner of its construction. The need for a separation of grades of railroad and highway is not indicated; the additional expense of construction

of a grade separation structure is not warranted, and such separation of grades is not herein required. The signals which are to be installed will provide protection that is adequate for the normal, anticipated vehicular and rail use of the crossing.

From the foregoing it is concluded that it is in the public interest that the within Application be granted and it is therefore

ORDERED that the Application of the State of Oregon by and through its State Highway Commission for authority to construct a crossing at grade with the tracks and right of way of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, lessee, known as the MINAM GRADE CROSSING project, located in the Northeast Quarter of the Southwest Quarter ($NE\frac{1}{4}SW\frac{1}{4}$) of Section 29, Township 2 North, Range 41 East, Willamette Meridian, Wallowa County, Oregon, be and the same is hereby granted under the following terms and conditions:

1. The crossing shall be constructed in a good and workmanlike manner, in accordance with accepted engineering practices and in conformity as to location, approach grades, elevation and angle of intersection and general design with the details as shown on the drawings submitted with the Application and above identified;

2. Headers or guard rails shall be installed between the rails in such a manner as to provide flangeways and retain the pavement surface. The highway shall be surfaced between the guard rails and throughout the crossing area with asphaltic or bituminous concrete in such a manner as to make a safe, smooth and level roadway surface;

3. There shall be installed at proper locations on each side of the crossing one Commissioner's Standard No. 2B Flashing Light Signal and auxiliary gong, such signals to be in conformity as to design and operation with the requirements set out in Division IV, Subdivision 2 of the

Rules and Regulations of the Public Utility Commissioner of Oregon;

4. All work of construction and maintenance of the crossing and the installation and maintenance of the protective signals shall otherwise be done and the costs thereof be borne in accordance with the findings of the Commissioner hereinabove made and approved; and it is further

ORDERED that the designation 2G-46.85 shall be assigned to and maintained at the crossing as a means of identification in the Commissioner's Catalog of Railroad Crossings; and it is further

ORDERED that after completion of the crossing and its opening to public travel the existing adjacent highway undercrossing presently denominated as Crossing No. 2G-46.9-B shall be abolished and abandoned and barricaded against public travel, and the designation thereof removed from the Commissioner's Log of Railroad Crossings.

Made, entered and effective this 28th day of Sept, 1964.

Joel H Bell
Public Utility Commissioner

(SEAL)

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

September 21, 1964

Original signed by
T. Dec
By: Eng. Coordinator

08-35.EC

A. W. Parsons, Division Engineer
Salem, Oregon

T. Dec
Engineering Coordinator

Oregon Project F-40(10), Minam Section
Modification of ditch design

Our September 14, 1964 memorandum approved the P. S. & E. for the subject project. On further review of the plans, we note an exception has been made in the ditch design eliminating the ditch 1 foot below the base rock which was approved as standard by our Washington office on March 16, 1962. A relatively flat bottom "canal" section with a depth of 0.1 foot below the base rock at the intersection with the back-slope is shown on the typical sections except for the upper side of superelevated sections where a depth of 0.5 foot is to be used.

Apparently the subject project is the only improvement being financed with Federal participation to utilize this unique design. We recognize the increased safety aspects of the innovation which probably will be satisfactory in the semi-arid area involved.

Since the subject project is the first time the wide bottom ditch is being utilized for normal conditions, we would appreciate being advised as to the extent which you plan to use this variation in design as well as supporting information which may have been considered to insure adequate drainage.

original to Young
9-28-64

NOTED
FLOYD H. SHAW

RECEIVED
SEP 21 1964
FOR FILING

477 Cottage St. N.E.
Salem, Oregon 97301

September 14, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
T. Dec
Eng. Coordinator

08-35.2-BA

A. W. Parsons, Division Engineer
Salem, Oregon

By T. Dec
Engineering Coordinator

Oregon Project F-40(10)
Minus Section
Grading, Paving and Structures

P. S. & E. documents for the subject project, including detailed costs for participating railroad protective services, have been reviewed and are hereby approved. However, it should be noted that the special provisions regarding protective services do not contain all of the information required by subparagraph 13f of PPM 30-3(4) for the benefit of bidders. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary right-of-way has been acquired or rights-of-entry obtained, with relocation advisory assistance provided, as indicated in Mr. Wright's September 4, 1964 report except for one parcel on which negotiations are in progress with the expectation that this parcel will be made available for occupancy and contractor's use prior to award. Concurrence in award of contract will be withheld pending notification that all right-of-way or rights-of-entry have been acquired.

The proposed Union Pacific Railroad Agreement was submitted with Mr. Litchfield's letter of July 20, 1964. The agreement will be approved when modifications have been made in accordance with Mr. Litchfield's August 26, 1964 letter and when fully executed and two conformed copies are furnished. You were authorized to proceed with railroad work included in the project on August 5, 1964. Written evidence that the railroad company has approved the design plans should be submitted prior to our concurrence in award.

Your September 10, 1964 status of preparatory work for utility adjustments indicates that no delays are anticipated. Authorization to proceed with all reimbursable utility adjustments is withheld until utility plans and detailed estimates are furnished to and approved by this office.

original To Young
with attach,
9-21-64

NOTED
Lloyd M. Billy

(more)

The use of the May, 1964 and August, 1964 Supplemental Standard Specifications for Metal Pipe Materials for Culverts, Siphons and Underdrains; Asphaltic Concrete Pavement; and Guide Posts is approved for this specific project.

Mr. Young's September 10, 1964 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

The pavement type selection for subject project is accepted based on the documentation attached to your July 20, 1964 "Project Base Design" sheet.

Attachment

RECEIVED
AUG 14 1964
FOR FILING
F-4
11
6218

477 Cottage Street, N. E.
Salem, Oregon 97301

August 5, 1964

Original signed by
G. R. Brooks 08-35-EC
Dist. Engineer

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

A. W. Parsons
Division Engineer
Salem, Oregon

Oregon Project F-40(10) Minam Section
State-County-Railroad Agreement (UPRR)

The proposed railroad agreement submitted with Mr. Litchfield's letter of July 20, 1964 on the captioned project has been reviewed and is considered satisfactory. The agreement will be approved when fully executed and two conformed copies are furnished. We also approve the work, estimate and plans as presented with Mr. Litchfield's letter.

You are authorized to proceed with the railroad work effective this date.

original To Morgan
cc Litchfield
Young 8-14-64

NOTED
LLOYD F. SHAW

RECEIVED
AUG 10 1964
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
REVISED PROJECT BASE DESIGN

Page 1 of 3 Pages

RECEIVED JUL 30 1964 FOR FILING

Section NIMAN Highway WALLOWA LAKE (FA 7) County WALLOWA Prefix

Res. Engr. L. V. SELCHENSTAFF Approx. length 0.5 Miles. Sta. 14+ to Sta. 44+ Date 7-20-64

Truck A.D.T. 63 Traffic Coefficient 7.6 18 kip s.a. per day 44.2.

Annual Precipitation 27"± Frost Penetration 30"±.

(1)
Typical Soil

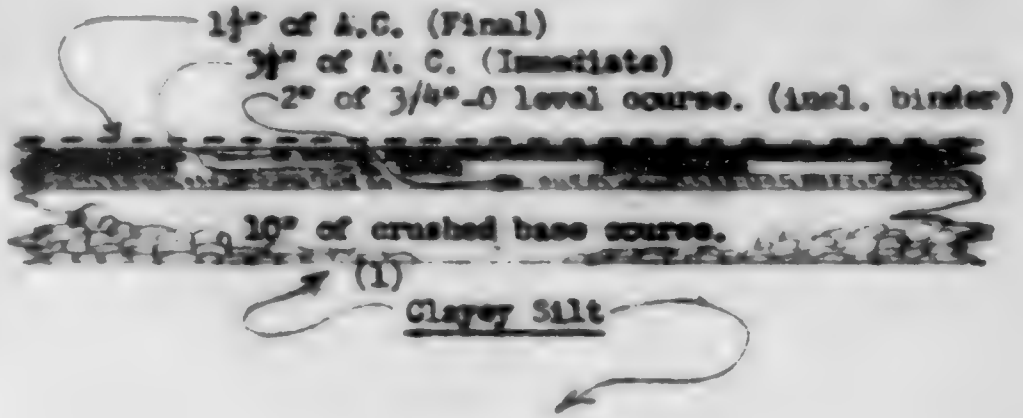
29	LL
0	PI
96	%P 10
67	%P200
4	%Gravel
4	%C Sand
25	%F Sand
46	%Silt
21	%Clay
19	"R" Value (Corrected)

AASHO CLASSIFICATION:
A-6 (7)

MATERIAL SOURCES:
To be determined by the Engineer.

NOTE:
The soil in this section is frost susceptible. It is recommended that all connections, etc., be constructed to a total thickness of about 15" or ½ depth of frost penetration.

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[illegible] Engineer



CBS Total Req.	Credit	Actual Thickness	
	3	1½	AC-Final
	7	3½	AC-Immed.
	2	2	Level
	10	10	Cr[illegible]e
22	22	17	

NOTED L. P. SHAW

Submitted by [signature] Staff Assistant

Recommended by [signature] Engineer of Materials

Recommended by [signature] Assistant Engineer

Approved by [signature] Asst. State Highway Engineer

SECTION: MINAM

HIGHWAY: WALLOWA LAKE (FA 7)

COUNTY: WALLOWA

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 700 (Total) 1963

B. Future ADT 980 (Total) 1983

C. Mean ADT 840 ($\frac{A+B}{2}$)

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 15 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$= 7.5 x (C) 840 = 63

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 63 x (H) 100 % = 63

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.664

= 2.6

S.C. IO : MINAM

HI WAY : WALLOWA LAKE (FA 7)

COUNTY : WALLOWA

ELEMENTS OF SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good _____ Fair X Poor _____
   Remarks: _____
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Part of the design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration
10. Stimulation of Competition: Not a consideration
11. Construction Consideration: No special problems
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not a consideration
13. Traffic Safety: No unusual problems
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Not a consideration

CONCLUSION AND REMARKS:

A.C. surfacing type is recommended for this section

No cost comparison made as this is a short (approximately 0.5 mile) project in a remote part of the State, and the initial cost of moving and setting up rigid type pavement equipment would be extremely high for the amount of work involved.

RECEIVED
JUN 25 1964
FOR FILING

STATE OF OREGON
PUBLIC UTILITY COMMISSIONER
SALEM 97310

June 23, 1964

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct a crossing at grade with the tracks and right of way of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the MINAM GRADE CROSSING project, located in the Northeast Quarter of the Southwest Quarter (NE¼SW¼) of Section 29, Township 2 North, Range 41 East, Willamette Meridian, Wallowa County, Oregon.

IN REPLY PLEASE REFER TO FILE NO. SXF-291

Mr. P. M. Stephenson
Acting State Highway Engineer
Oregon State Highway Commission
State Highway Building
Salem, Oregon

Dear Mr. Stephenson:

Amended application of Oregon State Highway Commission in the above entitled matter has been received and copies thereof served as follows:

Mr. Randall B. Kester, Gen. Solicitor
Union Pacific Railroad Company
727 Pittock Block, Portland 5, Oregon

Mr. W. G. Johnson, Supt.
Union Pacific Railroad Company
2525 N. Larrabee Street, Portland, Oregon 97227

County Court of Wallowa County
County Court House
Enterprise, Oregon

Very truly yours,

JAMES E. SINGLETON
Director of Transportation

By C. E. Jaqua

C. E. Jaqua
Utility Engineer

orig to Hershberger 6-24

CEJ:cpb

RECEIVED
JUN 17 1964
FOR FILING
E 40.(10)
6-17-3

June 16, 1964

Mr. Jarel C. Hill
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Subject: Pur 535; SRF-291
Application to PUC
Minam C-Ring; UPRR
Wallowa County
Signalization Amendment

Dear Sir:

It has been proposed by the Union Pacific Railroad Company that the signalization protection of said grade crossing be increased by changing the specification of said signals, which appears in the Application in paragraph IX (a) 3., Things To be Done By Railroad, from Commissioner's Standard #2 flashing light signals with gongs, to Commissioner's Standard #2B bracket-mounted flashing light signals with gongs, said cantilever arm to be 12 feet in length with a minimum vertical clearance of 15 feet above the surface of the highway.

A stopping lane for trucks and busses is part of the proposed project, which in effect makes the crossing 4-traffic lanes wide. A stopped truck or bus could easily hide a Standard #2 signal from traffic on the inside (regular) lane of traffic.

The State Highway Commission wishes to amend said signal specification to provide for Public Utility Commissioner's Standard #2B bracket-mounted flashing light signals with gongs, the cantilever arm of which shall be 12 feet in length extending over a portion of the stopping (outer) lane.

Wherefore, Applicant prays that an ex parte order may be issued in accordance with said Application and this amendment.

Very truly yours,

P. N. STEPHENSON
Acting State Highway Engineer

JNH:jr

cc: Forrest Cooper
R. L. Porter
A. F. Parson
Ted Litchfield

RECEIVED
MAY 19 1964
FOR FILING

COMMISSIONERS
GEORGE A. ROSSI, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 13, 1964

NOTED
R. L. PORTER

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Revised Description for
Railroad Right of Way
Minam Section
Wallowa Lake Highway
Wallowa County
YOUR FILE: D 123 - 1 - 59

Gentlemen:

This is in reply to your letter of May 7, 1964. Enclosed you will find four (4) copies of the Bargain and Sale Deed for property we propose to grant to the railroad from our file #36540 upon completion of the above-captioned project. This description supercedes that submitted to you with our letter of March 5, 1964.

You will also find attached four (4) prints of your Exhibit Map dated October 14, 1963, on which we have shown Parcels #1 and #2 as described in this Deed. We have also indicated the proposed railroad access road as it is now shown on our construction plans.

You will note our map #8B-6-12 shows the East-West centerline of Section 29 to be more than 150 feet north of the East-West centerline as shown on your Exhibit Map. However, a review of the cross-sections reveals that the 150 feet in question is not occupied by the railroad embankment needed for the relocation of the sidetrack and, therefore, this discrepancy does not appear to be critical.

This information is for inclusion in the Railroad - State Agreement, which, I understand, will be complete with this addition.

Bids for this project are scheduled to be opened on September 1, 1964.

TWL:bjm

Attachments

cc: R. L. Porter
L. P. Shaw
W. T. Wright
L. H. Young
A. F. Parson
J. W. Valentine

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

OFFICE OF

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. Johnson
~~G. H. BAKER~~
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

MAY 7, 1964

File Ref. D 323 - 1 - 59

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Please refer to recent conversations relative to a proposed conveyance by the State of an area to cover the Railroad's service road to be built in connection with relocation of the Minam Section of Wallowa Lake Highway.

Will appreciate receiving a copy of the State's description covering the conveyance and in addition, will you please furnish an Advance Copy of the State's proposed deeds for conveyance of property to the Railroad.

Yours very truly,

W. G. Johnson

COPIES TO:
R L PORTER
L P SHAW
W T WRIGHT
L H YOUNG
A F PARSON
J W VALENTINE
5-13-64
L

CONSTRUCTION DIVISION
RECEIVED
MAY 8 1964
ROUTED.. CE ACE ACE COE

V-6-8-J

1372 + 99 E.C. Δ: 2° 21' 45"

1372 + 90 COMM. POLE

15 R.

TO FORTUNA

50

50

1370

50

100

100

Barce #2

WALLOW

1374 + 55.5 N. 45° W. FENCE

IOWA

FRAME MOTEL

1377+39.4 Pt SW
To be Relocated

1378+95 P.O.T. EQ.
1379+05 BC
Δ = 4°30'
1379+95 CC

1382+10 W.F. LOADING DOCK.
NEW LOCATION LOADING DOCK
1382+55 E.F. RAMP FOR LOADING DOCK.

1383+00 COMM POLE 43 Rt

1383+25 CC

T 3
Δ = 4°30'

1383+79 STA SIGN 18 Lt
1383+82.5 BEG LOADING DOCK 22.5' Rt

1384+150 EC

1384+33.5 COMM POLE 43 Rt
1384+39 E.F. TOOL HO 13.5 Lt & M.C. Set-off
NEW LOCATION

1384+79.5 END LOADING DOCK - 23 Rt

1385+00 W.F. 8 x 20' SHACK 44' Lt.

1385+20 W.F. TOOL HO 13.5 Lt & M.C. Set-off
To be Relocated

CONSTRUCT R.R. SERVICE ROAD
1385+45 Pt SW
New Location

1384+55.5 N 89°-55' E FENCE CORNER 81.4' Rt
1384+45.8 Pt SW
New Location

℄ SEC 29 AS SHOWN ON OSHD R/W MAP 88-6-12

N.E. 1/4

S.W. 1/4

N 2°-12' W

67

CONSTRUCT
1385+45 Pt SW
New Location

1386+29.0 COMM POLE 39' Rt

1386+49.5 & 32' PLANK X-ING
FOR HY-RAIL
To be Removed
FLASH LIGHT SIGNALS
TO BE INSTALLED

MP 46.84
R R 1386+70.02 POT
HWY 27+87.13 POT
& NEW GRADE CROSSING
RELOCATED WALLOWA LAKE HWY.

HWY 29+12
18" PIPE - 92'
TO BE INSTALLED BY STATE

1389+41 COMM POLE 40' Rt

1391+56.5 BC

1394+82.5 CC

1395+72.5 EC

392+08 ± END PILE TRESTLE

T 3
Δ = 4°30'

T.D. 60.0 CL

RELOCATED WALLOWA LAKE HWY

COUNTY ROAD

WALLOWA LAKE

T. 2 N.

R. 41 E.

67

V-6-8-1

HWY
4°30 C R
Ta : 8E : 39' 10"
Ts : 14 : 7 : 38"

39+51.35 P.S.

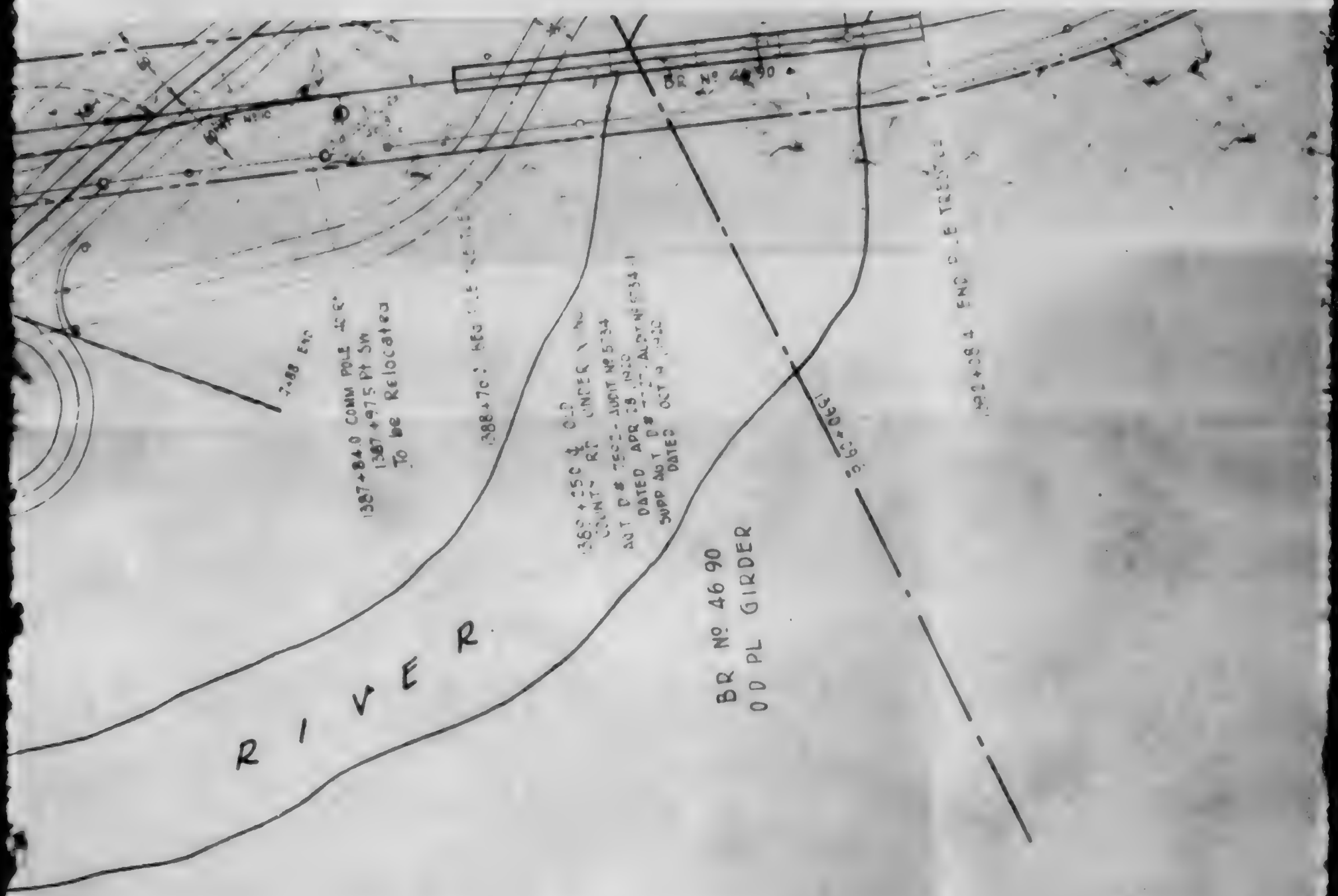
HWY
500' SP
5.11°15'
a=09

To Joseph

1395.03

47

County Road
140' TIMBER SPAN
40'
24
Parcel #1
MINNAM RIVER
R.C.B.G. STRUCTURE
ROADWAY WIDTH - 32'
FRAME
TO BE REMOVED
REMOVED
O W - A



PROPOSED RAILROAD ACCESS ROAD

PROPERTY TO BE DEEDED TO RAILROADS

EXHIBIT "A"

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
UNION PACIFIC RAILROAD COMPANY (LESSEE)

MINAM, OREGON
M. P. 46.84, Joseph Branch

To Accompany Agreement with State of Oregon Covering Grade Crossing in Connection with Construction of Relocated Wallowa Lake Highway.

Office of Div. Engr.
Albina, Oregon

October 14, 19[illegible]
Scale: 1" = [illegible]

*** Legend ***

Easement for Grade Crossing shown--Tinted Yellow
Existing Easement for County Road
Undercrossing shown---------- " Green
Flashing Light Signals to be Installed
and Loading Dock and Ramp to be
Constructed shown---------- Yellow
Hy-Rail Crossing and Loading Dock
to be Removed;
Side Track Ends, Tool House and
Communication Pole Line to be
Relocated shown---------- Dashed Black
To New Location shown---------- Orange
Highway Culvert & Railroad Service
Road shown----------Outlined Pink
Railroad Right-of-way shown ------- " Pink

RECEIVED
MAY 12 1964
FOR FILING

NOTED
R. L PORTER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1964

SUBJECT: PUC Application for Grade Crossing at Minam
Minam Section
Wallowa Lake Highway
Wallowa County

To: Mr. L. I. Lindas
Chief Counsel
BUILDING

ATTENTION: Mr. J. N. Hershberger

The reconstruction of the Wallowa Lake Highway in the vicinity of Minam will require the elimination of a highway undercrossing and the construction of a crossing at grade at the Joseph Branch track of the Union Pacific Railroad.

Attached you will find 12 prints of our drawing #8B-27-16 as revised on March 18, 1963, March 5, 1964, and May 8, 1964, showing the plan, profile and vicinity map of this grade crossing.

At the point of the proposed grade crossing, the highway is composed of two 12-foot travel lanes with 12-foot stopping lanes and 4-foot paved shoulders. The proposed crossing is located in the NE 1/4 SW 1/4 of Section 29, Township 2 N., Range 41 E., W.M. The centerline intersects the existing track at Highway Station 27+87.13 = Railroad Station 1386+70.02 with the angle of intersection being 35°01'10" in the southeasterly quadrant.

The proposed highway approaches the crossing from the west ascending toward the east on a 0.135% grade. At the site of the crossing, there are presently two tracks; the branch line main track and a side track. The railroad proposes to remove the portion of this side track lying within the proposed right of way and replace it by extending the siding to the west with an equivalent amount of trackage.

The proposed construction is in conformance with our standards for a Class "C" highway. The ADT at this point is 650 vehicles per day and it is projected to increase to 950 in 1981. There is an average of 12 freight train movements per week at a maximum speed of 25 miles per hour through this area.

The proposed construction will eliminate the existing undercrossing of the railroad which is located on a trestle and passes over the Wallowa River. This

situation has been in existence for many years and is unsatisfactory because of the impaired clearance. The clearance for the entire highway beneath the trestle is 17' 6" horizontal and 14' 1" vertical. The proposed grade crossing lies approximately 206 feet westerly along the railroad centerline from the end of this bridge.

This project will be a Federal-aid Primary project and will be financed by Federal and State Highway funds with no contribution requested from the railroad. The railroad will be reimbursed for its expenses made necessary by this construction in accordance with PPM 30-3 and all supplements thereto.

The sight distances approaching the proposed crossing are as follows:

From a point on the proposed highway 500 feet west of the crossing	From a point on the proposed highway 500 feet east of the crossing
North - 1,210 feet	North - 610 feet
South - 870 feet	South - 360 feet
From a point on the proposed highway 50 feet west of the crossing	**From a point on the proposed highway 50 feet east of the crossing**
North - 500 feet	North - 250 feet
South - 630 feet	South - 550 feet

It will be necessary to install warning signals at the crossing and it is proposed that two PUC standard #2 Flashing Light Signals with gongs be installed.

In the construction of this project, it is proposed the work be allocated in the following manner:

1. THINGS TO BE DONE BY THE RAILROAD SUBJECT TO REIMBURSEMENT BY THE STATE:

(a) Furnish, install and maintain two Commissioner's standard #2 Flashing Light Signals equipped with gongs, which shall be located at an appropriate location along the highway on each side of the railroad track.

(b) Remove the loading dock now located 23 feet south of the centerline of the main line track between Railroad Stations 1383+82.5 and 1384+79.5 and reconstruct loading dock to a similar location between Railroad Stations 1382+10 and 1382+55.

(c) Remove the tool house now located 13.5 feet north of the centerline of the existing main line track between Railroad Stations 1385+20 and 1385+32 and relocate this tool house to a similar location between Railroad Stations 1384+27 and 1384+39.

(d) Make such re-arrangements of communication lines as may be required.

(e) Relocate the side track so that the points of switch are moved from Railroad Stations 1377+39.4 and 1387+97.5 to 1374+93.8 and 1385+45, respectively.

(f) Remove the existing 32-foot plank crossing located at Railroad Station 1386+49.5.

(g) Provide and install preservative treated ties and ballast on and along the portion of the track to be covered by the highway roadway and provide adequate headers or guard rails for the retention of the highway pavement for a width, when measured along the centerline of the track, of 100 feet and prepare the surface for an acceptance of asphaltic concrete pavement.

(h) Provide such watchmen and flagmen as may be necessary to protect traffic upon the railroad during the period of the construction of the crossing.

2. THINGS TO BE DONE BY THE RAILROAD AT ITS OWN COST AND EXPENSE:

(a) Maintain the railroad tracks, ties, ballast, service road and other railroad facilities after construction of the crossing, except as set forth in paragraph 1 (a), "Things to be Done by the Railroad Subject to Reimbursement by the State".

3. THINGS TO BE DONE BY THE STATE:

(a) Prepare plans, specifications and award a contract for the construction of the highway.

(b) Except as hereinbefore stated, under "Things to be Done by the Railroad Company at its own Cost and Expense", reimburse the railroad for necessary expenditures in connection therewith which reimbursement shall be made in accordance with the accounting practices provided under the terms of Policy and Procedure Memorandum 30-3 issued by the Bureau of Public Roads under date of August 15, 1955 and supplements and amendments thereto.

(c) Install asphaltic concrete surfacing to the crossing which will be located at Highway Station 27+87.13 POT = Railroad Station 1386+70.02 POT.

(d) Maintain the roadway surface portion of the crossing including that portion lying between the rails.

(e) Construct a railroad access road on the southerly side of the side track as shown on Exhibit "A".

Please prepare a petition to the Public Utility Commissioner for a hearing on this project.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:fp:bjm
Attachment

cc: R. L. Porter

RECEIVED
MAY 11 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 24 1964
FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

February 19, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
08-35.3EC Salem, Oregon

Oregon Federal-aid Primary Program

We are approving the one project in Stage 2, construction phase, as submitted by Mr. Nash's letter of February 7, 1964. This approval, effective this date, covers the following detailed project:

Item	Project	Location	Work
438	F-40(10)	Minnow Section	Gr., Br., AC Pavement and Structure

Utility preparatory work is hereby authorized, effective this date, for the above project.

This Stage 2, construction phase project provides for 0.85 miles of highway improvements at a total estimated cost of $410,000.00, of which $266,000.00 is reserved as Federal-aid Primary funds. This action will reduce your unprogrammed balance to $1,533,660, according to our records of this date.

Original To Young
2-24-64

NOTED
LLOYD P. SHAW

RECEIVED
MAR 3 - 1964
FOR FILING
F-4(

February 7, 1964.

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

We are submitting program item 438 for the Minam Section, Project No. F-40(10) which we desire to have included in the Federal-Aid Primary Highway Program.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

J. W. Nash
Assistant Office Engineer

JWN:cr

Enclosure

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PR

(PPM 2

CARD 2	REPORT NUMBER (18) (20)	1	PROJECT LOCATION *(45 typewriter spaces)* 21 65	SR 82 0.4 mi. W. to 0.4 mi. E. Wallowa River	**ADT**	PRESENT	650	FUTURE (66)	950	YEAR (70) (71)	1980
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62	Gr.,Dr., A.C. Pavement, Str.	NATL. FOREST (63) (65)		FH ROUTE NO. (66) (68)		SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)		PL. AUTH (74)
CARD 4	CLASS OF FEDERAL FUNDS	Primary								COUNTY NAME		Wa
	NAME OF URBAN AREA 17-31									ROUTE NO.		FEDERAL - AID 7

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT CO TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (7
5					**PE**		S.R. 82 0.4 mi. W. to 0.4 mi. E. Wallowa River (Minam Section)			
5					**ROW**					
5					**CONST** (CODE)				410,000	246,000
								0.85	410,000	246,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23) (24) (3

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
River (65)	ADT	650 (66)	950 (70)	1980 (71) (72)	08	Oregon	35 (2) (3)	012 (4) (9)	438 (14) (18)

FFV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER			I. Projects Only	
					PREFIX LETTER (S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
(69)	(70)	(71)	(72) (73)	(74) (78)	F- 14 23	40(10) 7 13		(24) (26)	27

	COUNTY NAME	CODE	PROGRAM STAGE
	Wallowa	063 (14) (16)	[ ] 1 OR [x] 2

	ROUTE NO.	FEDERAL-AID	STATE	U.S.
		7 (32)	10 (36) (37) (41)	

MILES	ESTIMATED PROJECT COST BY PHASES				CHARACTER OF PROPOSED WORK *(Full description)*
	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
(54) (58)	(59) (66)	(67) (76)			Grade, drain, two 12' lanes high type pave. with 4' shoulders. One bridge, 426'.
					ROW - 140' min., Access Control - Partial; Parking Restrictions - None; Utility - Adj. Required Incl. Prep. Work.
	410,000	246,000	164,000		
0.85	410,000	246,000	164,000		
	(16) (23)	(24) (33)	REMARKS		

USCOMM DUSCOMM-DC 48905-P61

MINAM SECTION
Project No. F-40(10)

Existing Facility

The existing highway is two 10' lanes bituminous surface with 2' shoulders, crossing the Wallowa River via a 160' steel truss with 18' horizontal clearance. Immediately east of the river, the highway crosses under the north end of the OWR & N Railroad Bridge which crosses the Wallowa River. The grades and alignment at the crossing are extremely poor and require the use of signals to assist traffic at that point. This condition results from the grade of the highway under the RR structure being below flood stage and this road is raised to higher elevation as quickly as possible on each side of the structure.

Adjacent Sections

West End: Two 10' lanes bituminous surface with 2' shoulders.
East End: Two 10' lanes A.C. pavement with 4' shoulders, constructed under Project F-40(7).

Project Data

Roadway: Grade and drain on improved grade and alignment and construct two 12' lanes high type pavement. The highway is planned to cross the OWR & N tracks at grade for the reason the train movements are minor and the construction of a separation structure, due to the proximity of the river crossing with the railroad crossing and the railroad elevation, would be very difficult and expensive. Flashing signals are to be installed which it is believed will provide adequate protection for the two daily train movements. Approximate minimum sight distance is 500'.
Structure: Construct concrete bridge over Wallowa River, length 426', HC 30.

Railroad Crossing Data

Name of RR	OWR & N Co.
No. of tracks	*1 main, 1 siding
No. of trains	2
High speeds	None
Existing protection	U'xing structure
Proposed protection	Flashing signals
RR benefits	None

*Siding to be adjusted so main line only will be crossed by the highway.

System Action, Airports, Water Development - None involved.

Public Hearing - None required.

RECEIVED
MAY 29 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

[illegible], (Date) ...
... May 27, 1963 ...,

SUBJECT: [illegible] - U.S.A.
[illegible] - Willow Lake
Union County Line-Block
Creek Section
Wallowa Lake Highway
Wallowa County

To: [illegible]
[illegible] Engineer
[illegible]

Attention Mr. Harold O. Scott
Right of Way Descriptions Engineer

We transmit and attach our file for the quarry sites on [illegible], Harold Schick's letter of May 21 to Mr. [illegible] this quarry site and an additional 20 acres be withdrawn for recreational purposes, as well as approximately 1,000 acres for the same purpose on the Union Highway.

At the time we process the Wallowa Highway application, we would file a formal release to the Government of our quarry site, if the Highway engineering department so approves. According to the information attached hereto, this meets the approval of Mr. H. F. Parson.

If necessary approval is forthcoming, please prepare the appropriate filing maps under two separate right of way numbers, so that we can process the applications for the Parks Department.

L. I. Lindas
Chief Counsel

By

Earl F. Saling
Right of Way Office Manager

NOTED
P. M. STEPHENSON

EFS:fga

Attachments

cc Harold Schick
P. M. Stephenson
A. [illegible]
L. I. Lindas

RECEIVED
MAY 28 1963
OFFICE OF
STATE HIGHWAY ENGINEER

April 18, 1963

Mr. C. E. Baiser, Superintendent
Union Pacific Railroad Company
2525 No. Lombard Avenue
Portland 17, 1963

Dear Sir:

Re: Your File D 323 - 1 - 59

Acknowledgment is made of the receipt of your letter of April 16 concerning the proposed highway improvement at Hines.

This Department is negotiating with the J. Herbert Hahn Company with the idea of acquiring all of the company's interest insofar as the spur track is concerned. It is the Department's wish to proceed along the plan that was originally presented.

The data you requested will be forwarded to you under separate cover in the next day or so.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. L. Porter
Deputy State Highway Engineer

HLP:ms
bc Mr. Forrest Cooper
Mr. T. W. Litchfield - Please furnish the requested data as soon as convenient.

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

APRIL 16, 1963

(File Ref. D 323 - 1 - 59)

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. R. L. Porter,
Deputy State Highway Engineer

Dear Sir:

Reference is made to your letter of March 7 and Mr. Litchfield's letter of March 20 requesting preparation of an agreement between the State and the Railroad Companies to cover a proposed grade crossing of our track and right-of-way by the Wallowa Lake Highway at Minam, Oregon.

We also refer to our letter of April 2 advising you that the J. Herbert Bate Company at Minam presently does not wish to have its spur track removed.

Since the highway as now proposed will cross over the Industry's spur track at an elevation several feet higher than the track, it is apparent that either the track will have to be removed or additional arrangements made for a highway crossing. We presume that this matter is the subject of negotiations between the State and Bate Company and since the results will undoubtedly affect the State's plans relating to crossing our property, we would appreciate being advised accordingly.

If the State still intends to construct the highway as it has been previously presented to us, we would like to know the grading limits of the highway on Railroad property in order to properly describe the highway slope easement areas in exhibits accompanying proposed Railroad-State agreement. Will you please furnish us prints illustrating these grading limits and easement areas required for the highway, together with cross-sections of the highway where on Railroad property?

#2
Mr. Forrest Cooper April 16, 1963

To rearrange the Railroads' side track at Minam to accommodate the highway as indicated on State's Drawing No. 8B-27-16, Revised March 18, 1963, will require some grading work which, we assume, the State is willing to perform in connection with grading for the relocated highway. If so, will you please provide us Plans and Cross-sections covering grading for the rearranged side track?

Yours very truly,

cc: Mr. T. W. Litchfield,
Utilities Liaison Engineer
Oregon State Highway Department
Salem 10, Oregon

RECEIVED
APR 17 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 17 1963
OREGON
STATE HIGHWAY COMMISSION

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

APRIL 2, 1963

(File Ref. D 323 - 1 - 59)

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. R. L. Porter,
Deputy State Highway Engineer

Dear Sir:

Thank you for your letter of March 11 whereby you transmitted copy of letter dated February 11, 1960 from the J. Herbert Bate Company to the Oregon State Highway Department, advising that this Industry has no objections to removal of its railroad spur across the Wallowa Lake Highway at Minam.

As a matter of information, the Railroad has been advised by the Industry in a letter dated March 22, from Mr. R. C. Smith, General Manager, of its present position which is in direct conflict with the advice contained in letter dated February 11, 1960. Mr. Smith's letter is quoted as follows:

> "Reference is made to your letter of March 19, 1963 concerning the spur railroad track crossing the highway at Minam, Oregon.
>
> It is now the position of the J. Herbert Bate Company not to remove this track. It is entirely possible a small stud mill could be used to great advantage at this location for, as you know, the mill building is already built, also the pond, etc.
>
> We would, therefore, ask the railroad company not to remove this track until the J. Herbert Bate Company has had sufficient time to formulate further operating plans."

Yours very truly,

RECEIVED
APR 3 1963
OREGON
STATE HIGHWAY COMMISSION

NOTED
R. L PORTER

MIDIAN

WALLOWA LAKE

TYPICAL SECTION Double Bituminous Surface Treatment - MEDIUM HEAVY (Looping Areas)

1½" of A.C. (Future - when required.)
1½" of top course A.C.
2" of bottom course A.C.
2" of 3/4"-0 leveling course. (incl. binder.)

9½" of crushed base.

(1) Clayey Silt

(1)
Typical Soil

29	LL
0	PI
67	% P200 (15 Ref.)
4	% Gravel
4	% Coarse Sand
25	% Fine Sand
46	% Silt
21	% Clay
19	"K" Value

AASHO Classif. - A-4 (7)

Note:
The soil in this section is frost susceptible. It is recommended that all other connections, etc., be constructed to a total thickness of 15" or ½ depth of frost penetration.

Layer	Thickness	Remarks
Surface	½	
Leveling Course	2	
Base	9½	
Subbase	25	Pervious
Subgrade	14	AC
Future Total	16½	Future Total

RECEIVED MAR 27 1963 FOR FILING

3-1-63

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Unc. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI
Suitable materials source to be determined by the Engineer.										

NOTED Dec 1963
LLOYD R. SHAW

B.P.R.
Asst.
cc: District State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Chief Locating Engineer
Rural Engineer

Submitted by: [signature] Project Assistant
Recommended by: [signature] Asst. Construction Engineer
Recommended by: [signature] Engineer of Materials
Approved by: [signature] Assistant State Highway Engineer

PAVEMENT TYPE SELECTION

MIRAP [illegible]
WALLOWA LAK
WALLOWA COUNT

STATE HIGHWAY ENGINEER
OFFICE OF
RECEIVED

Principal Factors Governing Selection

1. Traffic Classification: [illegible] HEAVY ADT 1961 Present [illegible]20 ADT 1988 [illegible]30 % Heavy Vehicles [illegible]
   (NOTE: Increase classification one step for heavy logging use) [illegible]

2. Soils Characteristics: See design chart attached

3. Weather: Frost Penetration 30"± Annual Precipitation [illegible] 25"±

4. Performance of Similar Pavements in Area: Good X Fair [illegible] Poor [illegible]
   Remarks: [illegible]

5. Cost Comparisons: Not appropriate due to other factors

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil

7. Stage Construction: No problem

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: No problem

10. Stimulation of Competition: Not appropriate

11. Construction Consideration: No problem

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not appropriate

13. Traffic Safety: Not a factor

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: Not a problem

CONCLUSION AND REMARKS:

Due to items 5 and 6, an A.C. wearing surface has been selected.

RECEIVED
MAR 22 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

March 20, 1963

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Re: Grade Crossing
Minam Section
Wallowa Lake Highway
Wallowa County
YOUR FILE: D 323-1-59

Dear Sir:

Reference is made to your letter of February 12, 1963, concerning the proposed grade crossing of the Union Pacific Railroad tracks by this section of the Wallowa Lake Highway.

The State Highway Department will agree to the requests contained in your letter, but desires to be granted an 80' easement across railroad right of way in the vicinity of the crossing, plus slope easements sufficient to contain the completed cross section of the roadbed. As can be seen from the attached drawing #8B-27-16, a stopping lane on each side of the crossing has been added to the proposed width which we have submitted to you previously. This will result in a total width of pavement and shoulder of 56' and a total width of subgrade of 66'. Our cross sections through the crossing indicate that work will be required through an area approximately 100' wide centered on the proposed highway.

If this is acceptable to your organization, please prepare an appropriate agreement between the State and the Railroad.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh
Attachment
cc: L. P. Shaw
R. L. Porter

RECEIVED
MAR 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 12 1963
FOR FILING

March 11, 1963

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Attention Mr. Tabor

Dear Sir:

Pursuant to my telephone conversation on March 7 with Mr. Tabor, there is enclosed a copy of a letter dated February 11, 1960, from the J. Herbert Bate Company to this Department. This concerned a spur track at Mingus in Wallowa County.

If you need further information on this subject, please let us know and anything available will be immediately furnished.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLPtms
enc.

cc Mr. Forrest Cooper

January 11, 1940

cc: Mr. Richard Cox
Union Pacific Railroad
La Grande, Oregon

March 7, 1963

Mr. C. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Lombard Avenue
Portland 17, Oregon

Dear Sir:

Your File D 323-1-59

Reference is made to our previous request and your reply of February 12 concerning a proposed grade crossing of your facilities at Minam by a relocation of the Wallowa Lake Highway. The conditions outlined in your letter of February 12 are acceptable to this Department and it will be appreciated if you will draft a form of agreement for the Highway Commission's consideration.

It would be helpful to us if you could furnish a tentative estimate of costs of the rearrangements and installation that the Railroad Company would make.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. L. Porter
Deputy State Highway Engineer

HLP:ms
cc Mr. Forrest Cooper
Mr. Lloyd P. Shaw

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

FEBRUARY 12, 1963

(File Ref. D 323 - 1 - 59)

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Dear Sir:

Kindly refer to your letters of November 23 and 28, 1962 concerning a proposed crossing of the Wallowa Lake Highway at grade with the Railroads' Joseph Branch track near Minam in Wallowa County.

In reply to your questions about train traffic, presently we have an average of 12 freight train movements per week at a maximum speed of 25 MPH through this area.

As for your inquiry regarding ownership of the sawmill spur track at Minam, that portion of the track off the Railroads' 100-foot right-of-way is owned by the sawmill company.

In addition to crossing over our branch line main track and the sawmill spur track, the highway in its proposed new location will cross over the easterly end of our side track at Minam. This track is essential to the Railroads' operations and we need to retain full use of the track or an equal facility in this area. Consequently, if the highway is built as proposed, it will be necessary to relocate the easterly turnout on the side track westerly of the new highway, and extend the side track to the west, at State's expense.

The new grade crossing likely will require installation of highway flashing-light signals. Such installation and the cost of maintenance should be borne by the State.

Our Principals are willing to consider a highway grade crossing at this site with the understanding that the State will pay all cost incurred by the Railroads. This will include

rearrangement of the Railroads' side track, communication pole line, fences and other facilities; and installation of highway flashing-light signals, cattle guards, drainage and other facilities required by the Highway, with maintenance of the signals and other highway appurtenances, all at the State's expense.

The Vicinity Map and Profile drawings dated November, 1962 which accompanied your letter of November 28, indicate that the State will want an easement 120 feet in width across the Railroads' right-of-way for highway purposes. However, the typical highway section on the drawing shows that the highway will have a paved roadway width of 40 feet. Therefore, we feel that an easement 50 feet in width for the highway, plus necessary slope easements, should be adequate to serve the State's needs.

If you are willing to accept the foregoing conditions, will you please advise us accordingly and we will handle with our Management for an appropriate agreement between the State and Railroads.

Yours very truly,

G. H. Baker

cc: Mr. R. L. Porter,
Deputy State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

RECEIVED
FEB 14 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 14 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 26 1962
FOR FILING

November 23, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Re: Minam Section
Wallowa Lake Highway
Wallowa County

For many years the Wallowa Lake Highway has passed underneath your approach trestle to your Wallowa River bridge at the village of Minam. The clearances under your trestle are 17'6" horizontally and 14'1" vertically. This has been a very unsatisfactory arrangement. We propose to change the highway alignment in this section and to install a grade crossing of your tracks approximately 210 feet westerly from the end of your Wallowa River bridge. I enclose herewith a print from the vicinity map and profile of the project dated November 19, 1962. Will you please advise us to the number of train movements at this point, the type of traffic, and the maximum speeds of traffic.

I also call your attention to a spur track which leads to the abandoned sawmill. Please advise whether this track is owned by the sawmill company or is the property of the railroad company. We have written assurance from the J. Herbert Bate Company, the present owner of the sawmill, that they have no objection to the removal of the spur track across the proposed right of way.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
enc.

bc Mr. Forrest Cooper
Mr. F. D. Morgan

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
FEB 26 1960
LEGAL DEPT.

SUBJECT

To: Mr. [illegible]
Right of Way [illegible]
Oregon State [illegible]
Salem, Oregon

NOTED
D H MOSHRING

[illegible] Bates County for the [illegible] Lumber Mill [illegible]. This mill was sold to [illegible] to the J. Hurbert Bates County [illegible], you will recall, we had our [illegible] negotiating [illegible] indicated that they would [illegible] relocation [illegible] received a map and a property description [illegible] that the Bates County would not [illegible] us and have watched the mill ever since.

Last week the Lumber Co. [illegible] Mr. Cannon has just received a letter [illegible] Company would be agreeable to [illegible] moves that now would be a good time [illegible] Company. He has so written Mr. [illegible], [illegible] hearing from the Construction Department [illegible].

A copy of the J. Hurbert [illegible] Mr. Cannon and also a copy of Mr. Cannon's letter [illegible] enclosed.

K. A. Hammond
K. A. HAMMOND
Right of Way Agent

KAH:vm
Enc:
cc: Mr. Harold Grainford

NOTED
W. T. WRIGHT

NOTED
W. T. WRIGHT

OREGON STATE HIGHWAY DEPARTMENT

La Grande, Oregon
February 13, 19[illegible]

To:

Union County Line - Rock Creek
Wallowa Lake Highway
Wallowa County

Mr. Tom Edwards
Construction Engineer
Salem

Within the past four or five years, we have discussed the matter of acquiring right of way through the J. Herbert Bate Company property near Minam on the subject section. (This property was formerly in the name of Flesner.) We do not have right of way file number.

A short time ago the J. H. Bate Company bought the Minam Mill property in order, we understand, to get the timber holdings, and have no intention of resuming milling operations at Minam.

A few days ago, we inquired of one of the local railroad officials, if the removal of the railroad spur into the Minam Mill is to be effected, as we understand that the Bate Company does not have any use for it. A copy of this inquiry was sent to the mill company, copy of the letter in reply is attached. With the above introduction, we suggest that we again look into the matter of acquiring right of way before some other development takes place on this property. We believe that you have the map and information that will allow descriptions to be written.

A. F. Parson
Division Engineer

By

C. D. Cannon
Office Engineer

CDC:dj

cc: Walter Wright
E. A. Chatwood

RECEIVED
SEP 17 1962
FOR FILING

September 17, 1962

Survey Road # 258

Oregon State Highway Commission

Gentlemen:

The survey on the Minam Section of the Wallowa Lake Highway has been completed. This is a .85-mile section, which eliminates a very narrow and treacherous railroad undercrossing. No public hearing is required. This section, which is estimated to cost $425,000, is on your approved 1963-1964 federal-aid program.

This matter will be on the agenda for the September 20 Highway Commission meeting and I recommend that you approve the survey and authorize the acquisition of the necessary right of way.

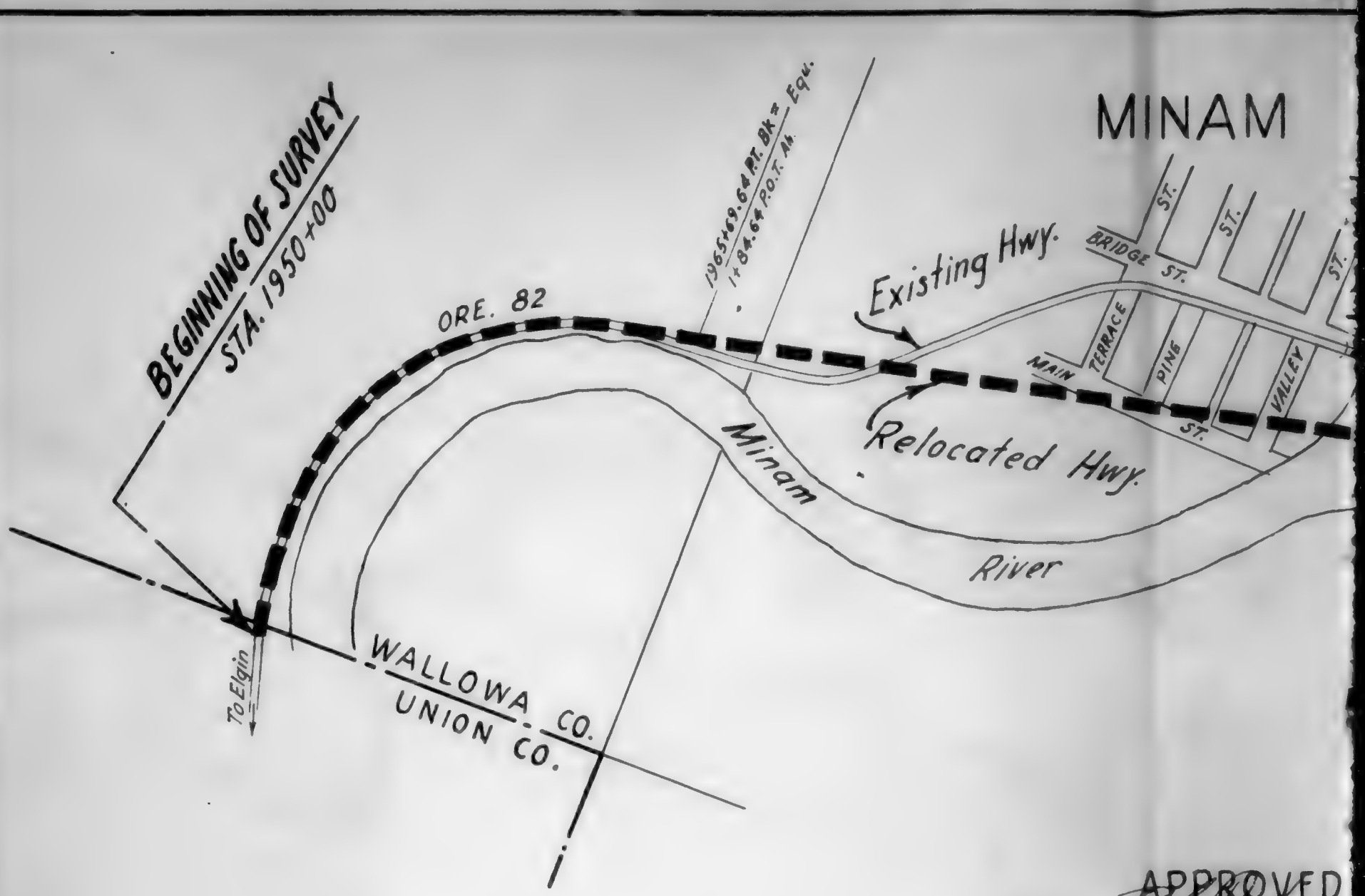
Very truly yours,

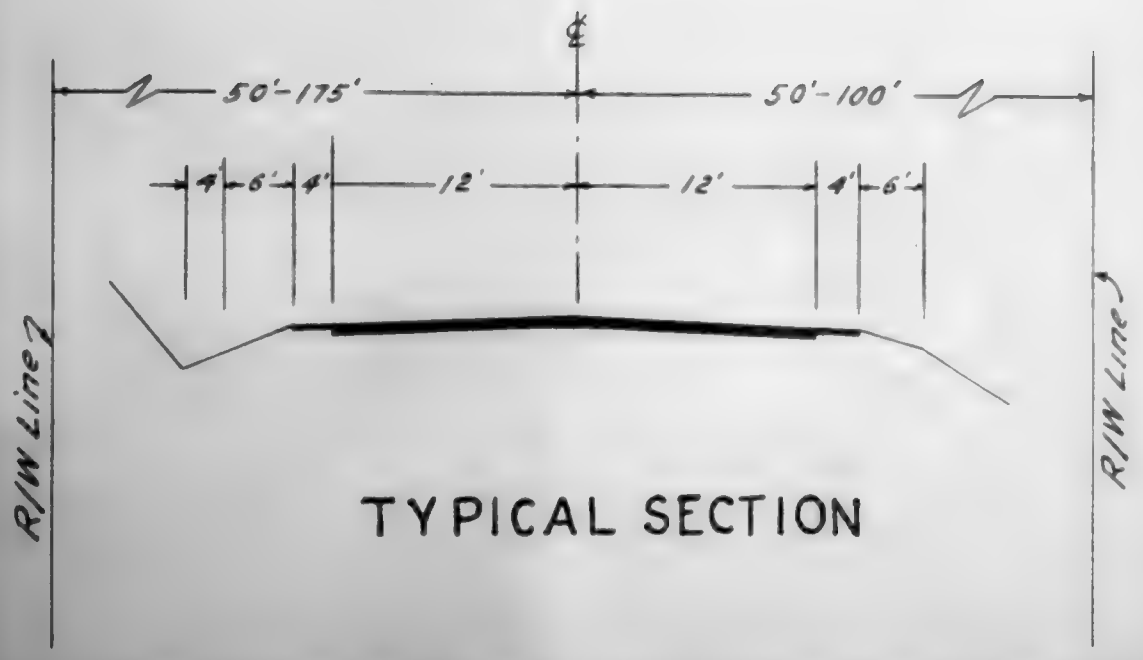
Forrest Cooper
State Highway Engineer

Encl.

cc Floyd Query
G. S. Paxson
R. L. Porter
F. D. Morgan
W. T. Wright

Victor D. Wolfe
RLP:ajw fn





TYPICAL SECTION

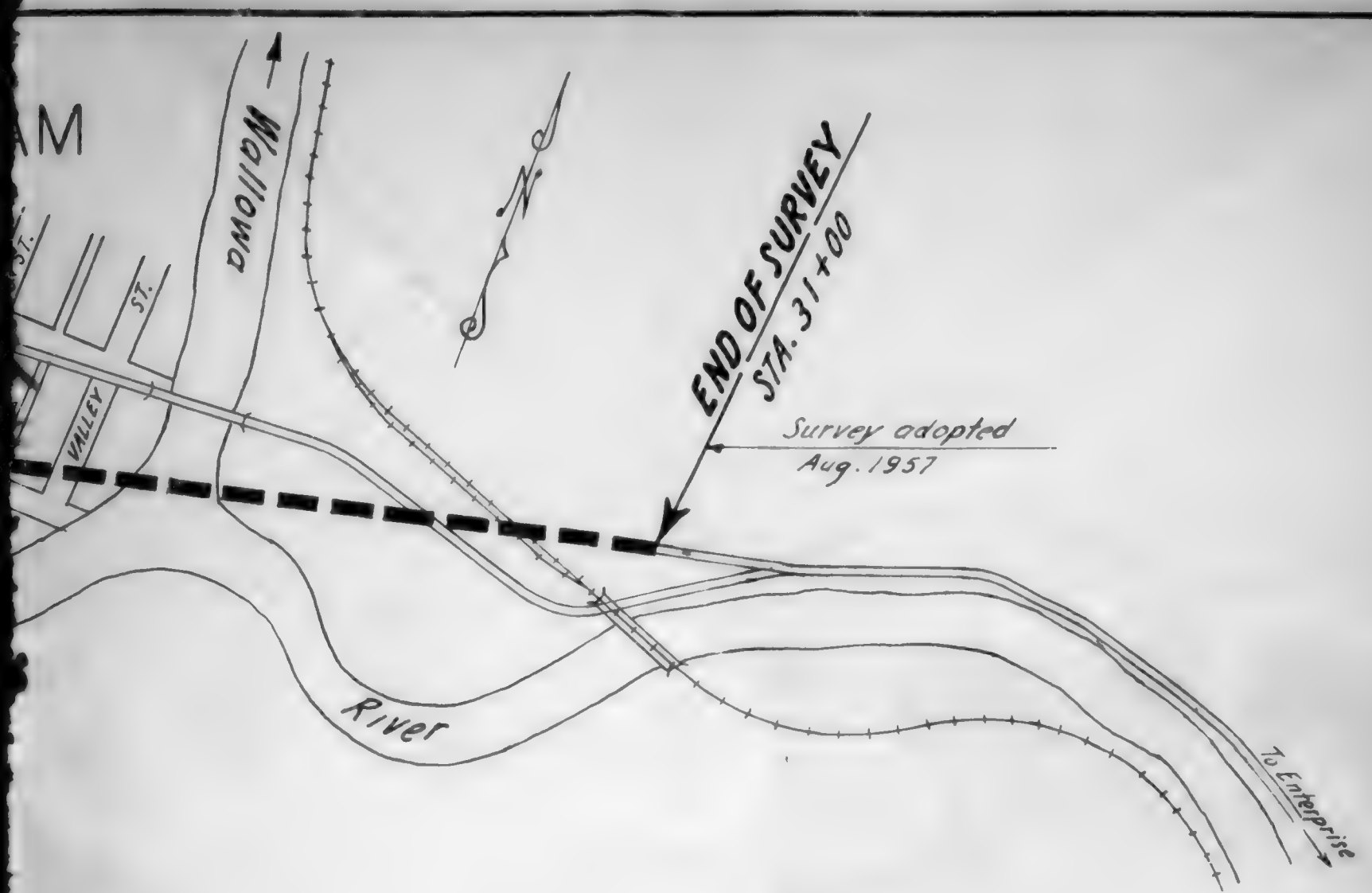
APPROVED

~~DEPUTY~~ STATE HIGHWAY ENGIN.
ASST Date SEP 14 1962

Public Hearing None require
System Action
County None require
State Highway Commission No
Bureau of Public Roads None

Throughway Resolution None re
Access Control Limited

0.85 Mi.



ROVED

HWAY ENGINEER
1 4 1962

e required
e required
mission None required
ads None required
None required
Limited

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

MINAM SECTION

WALLOWA LAKE HIGHWAY

WALLOWA COUNTY

Scale: 1" = 400'

Aug., 1962

DRG. NO. 1R-5-1602

For details see Drg. No. 8B-6-12, July, 1957

I-80N-3(41) 86 #6514 | Big Eddy-Celilo Sec., Columbia River Hwy. (Grad., Pav., Struct. & Sign.) [redacted] | 1964

RR 613 629

RECEIVED
APR 8
FOR FILING

General Files

April 5, 1968

Rogers Construction Company
Post Office Box 16537
Portland, Oregon 97216

Gentlemen:

We are enclosing for your signature the post final vouchers on Contracts 6738 and 6514. You will note that Contract 6738 is for $17,716.76 which represents the balance of the $20,000.00 withheld for railroad protective costs and the $3,698.79 final claim settlement after deducting the $5,982.03 for protective costs. Please disregard our letter of March 25, 1968, on this contract as it was in error.

Contract 6514, Big Bend-Colfax, balance is a credit of $1,631.49 due the State for railroad protective costs. We have previously billed you for this amount on our Invoice 9584. Please return that amount with the signed vouchers, or if you wish, we will deduct that amount from the $17,716.76 due you on Contract 6738.

In addition, we are enclosing for your signature two copies of the Public Works Contractor Payee Certification for each contract. The contractor's copy of the post final estimates should be retained for your records.

Very truly yours,

C. H. Nelson
Controller

CHN:bg
Enclosures

cc: L. H. Young
Clare Palmer

MISSIONERS
L. JACKSON, CHAIRMAN
FORD
O B. SIMPSON, MEMBER
ORTLAND
ED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 28, 1968

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

On May 11, 1967, the final estimate was paid to you on contract 6738, Celilo-Rufus. $20,000.00 was withheld to cover anticipated railroad costs. The final Union Pacific bill has been received and audited. Your share of the protective costs was as follows:

THIS WAS ERRONEOUS AMOUNT PAID

Total Union Pacific Costs	$5,982.03
Total Oregon Trunk Costs	938.68
Total	$6,920.71
Less Amount Paid to UPRR	1,077.39
Less Amount Paid to OTR	938.68
Balance Due	$4,904.64

The $4,904.64 has been deducted from the $20,000.00 retent leaving a balance of $15,095.36, which is in the process of being refunded to you at this time.

$14,017.97

On December 2, 1966, $2,000.00 was withheld from the final payment on Big Eddy-Celilo, contract 6514. Total railroad protective costs were as follows:

Total Union Pacific Costs	$25,214.63
Total Oregon Trunk Costs	12,453.06
Total	$37,667.69
Less Amount Paid UPRR	21,454.62
Less Amount Paid OTR	12,531.58
	$ 3,681.49
Less Amount Withheld	2,000.00
Balance Due the State as Shown on the Attached Invoice	$ 1,681.49

Very truly yours,

C. H. Maison
Controller

JJ:sr

RECEIVED
SEP 26 1967
PUBLIC UTILITIES
I-HUN-3(41)84
65141

Agenda 4d

Salem, Oregon
July 31, 1967

Oregon Trunk Railway Company
Big Eddy Cellio Section
Columbia River Highway
Wasco County

Mr. G. E. Rohde
Chief Counsel
B U I L D I N G

Attention: Mr. Jack L. Sollis
Staff Attorney

Attached for further handling are two copies of a permit from Oregon Trunk Railway Company providing for the establishment of a permanent grade crossing east of Celilo on the above-mentioned property.

After the permit has been signed and dated, a fully executed copy should be returned to this office for the Commission's files.

Floyd Query, Secretary

lmr
Att. (2)

cc: T. W. Litchfield

RECEIVED
JUL 6 - 1967
FOR FILING

I-N-3(41)

6514

July 5, 1967

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the July 24 meeting a proposed permit from the Oregon Trunk Railway Company providing for the establishment of a permanent private grade crossing at Railway Mile Post 2.18, Station 736+98, east of Celilo on the Columbia River Highway in Wasco County.

The effect of this permit is to extend to the State the grade crossing used by our contractor, Rogers Construction Company, for access to a State-owned material source. This will allow the State permanent access to this source for either State forces or for future contractors. The State must stand the expense of the construction and maintenance of the grade crossing and expense of "STOP" signs on either side of the crossing. The usual insurance must also be provided when this crossing is in use.

This permit has been reviewed by our Legal Division and found to be satisfactory. We recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan (Attn. T. W. Litchfield)
L. H. Young
C. H. Maison
J. F. Putnam

TWL:sg fn

FORM E-90 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 2, 1967

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Permanent Private Grade Crossing
OTRR M.P. 2.18, Station 736+98
Big Eddy-Celilo Section
Columbia River Highway
Wasco County

Herewith you will find duplicate counterparts of a proposed permit from the Oregon Trunk Railway for a permanent private grade crossing at the above-captioned location. This grade crossing was originally used by Rogers Construction Company for access to a State-owned material source during their construction of the Big Eddy-Celilo Section, Contract No. 6514.

The effect of this permit is to extend this use to the State or to the State's contractors in the future. This agreement provides that the State shall stand the expense of the construction or reconstruction of the grade crossing, shall bear the expense of providing stop signs, and shall pay the railway $25 for the use of this permit. Whenever this crossing is used by the State or its contractors, $250,000/$500,000 public liability and property damage insurance must be provided.

This agreement has been reviewed by our Legal and Construction Divisions and found to be satisfactory. We now submit it to you for your approval and to be placed on the agenda for the Commission meeting of March 14, 1967. A rough draft letter to the Commission is attached.

F.D. Morgan
Construction Engineer

By T.W. Litchfield

T.W. Litchfield
Utilities Liaison Engineer

TWL:sg
Enc.

RECEIVED
APR 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1967

SUBJECT: Permanent Private Grade Crossing
OTRR m. P. 2.18
Station 736-98
Big Eddy Celilo Section
Columbia River Highway
Wasco County

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached you will find my letter of March 2, 1967, along with the duplicate counterparts of a proposed permit to cross the Oregon Trunk Railway at the above-captioned location. You asked me to determine the additional cost of insurance paragraph 8 of the permit requires, and I have the following to report.

You will find a copy of my letter dated May 9, 1967, to the Allstate Insurance Company requesting this information and providing them with the type and frequency of use we anticipate at this crossing. You will also find attached a letter dated June 9, 1967, from Mr. E. C. Cinquini of the Allstate Insurance Company and a schedule of rates which would be applicable to our use of this crossing. In order to comply with paragraph 8 of the railroad's permit, we should provide railroad protective insurance in the amount of $250,000 each occurrance, $500,000 total at a cost of $91 per year. Mr. Cinquini advises that our existing policy covers us for public liability and property damage, but we must obtain an endorsement for the higher limits. This may be had for no additional cost.

This agreement has been reviewed by the Construction and Legal Divisions and found to be satisfactory. We now submit it to you for your approval and request that it be placed on the agenda for the Commission meeting of July 24, 1967.

F. D. Morgan
Construction Engineer

By: T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
enc.

STATE OF OREGON

HIGHWAY DEPARTMENT

PLANS FOR PROPOSED PROJECT

PAVING, STRUCTURES & SIGNING

BIG EDDY-CELILO SECTION

COLUMBIA RIVER HIGHWAY

WASCO COUNTY

OCTOBER, 1964

BIG EDDY-C… COLUMBIA RIVE… WASCO C…	
FED. ROAD Div. No.	STATE
8	OREGON

Astoria
Seaside
Tillamook
Portland
Hood River
Forest Grove
Hillsboro
Gresham
Troutdale
Mt. Hood
Mt. Jefferson
Mt. Adams
Mt. St. Helens
Mt. Rainier

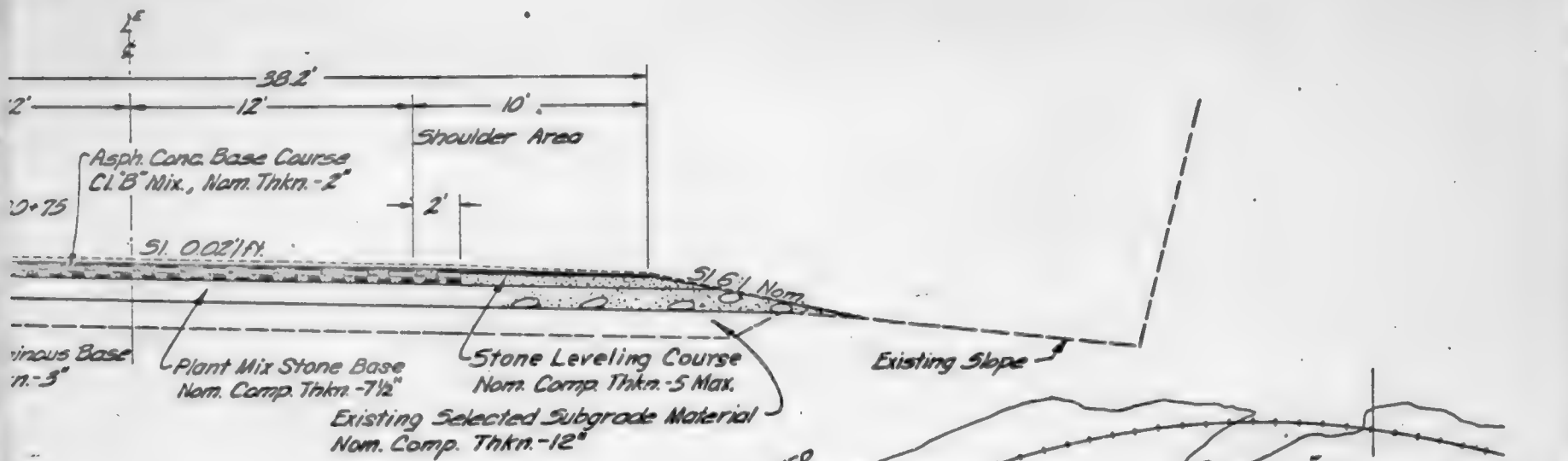
8V-147

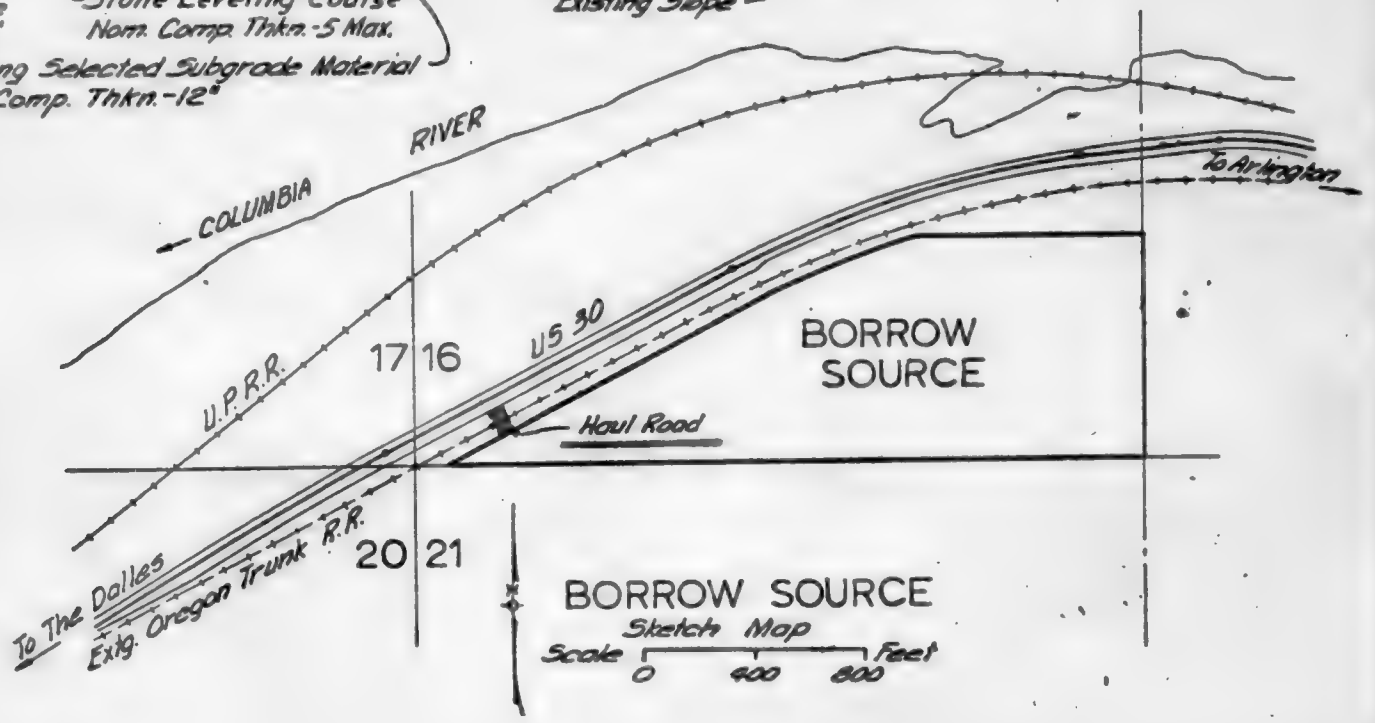
SECTIONS

BIG EDDY-CELILO SECTION COLUMBIA RIVER HIGHWAY WASCO COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-80N-5(10)86		See Index

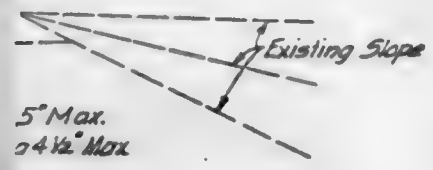
Sht. 2A

...ring Surf. (By Others)
...Thkn. - 2"





...d Rail
...Plans)



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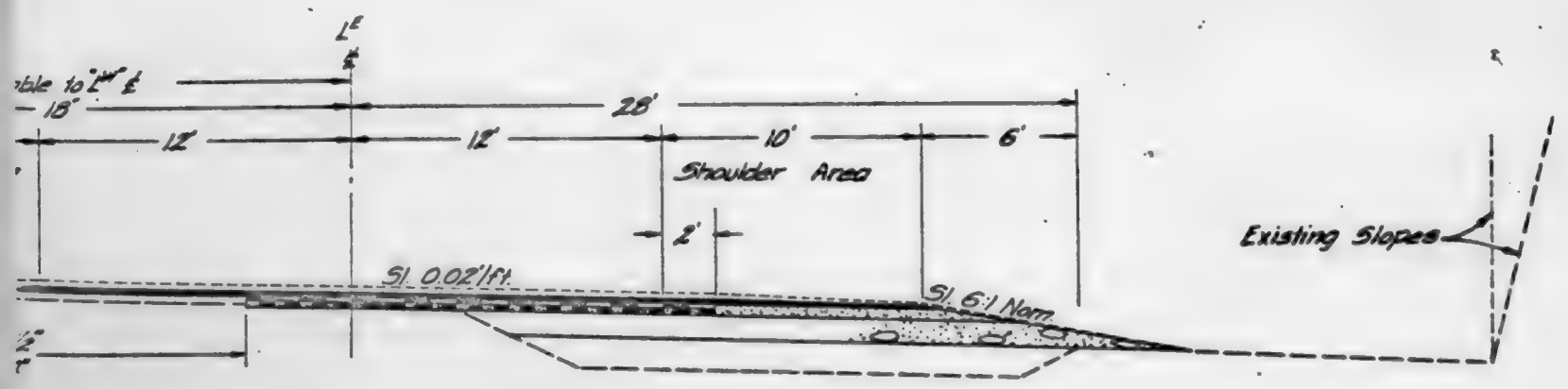

...is Not Shown, See Section Above)

JA. 2611+16.96 / 1325+34.90 to STA. "EB" 1327+50

T. 2N., R. 15 E., W.M.

No Work Section
89+00 to 91+29.70
5+85.48 to 14+35

COLUMBIA
Normal Pool Elev. 160.5'

BIG
CO.
FED. R
Div.
8
Revise

Easement Line
Parking
Area
16'
"A" 102+50 Inst. 18" Culv. Pipe-40' Inst. 2 End Sections Trench Exc. 7 C.Y.
"R" 16+60 Inst. 18" Culv. Pipe-74' Trench Exc. 13 C.Y.
Encroachment Line
"B" 103+50 Inst. 18" Culv. Pipe 44' Inst. 2 End Sections Trench Exc. 12 C.Y.
"R" 17+60 Inst. 18" Culv. Pipe 52" Inst. 2 End Sections Trench Exc. 8 C.Y.
102+75 Inst. 18" Culv. Pipe-120' Inst. 2 End Sections Trench Exc. 13 C.Y.
103+25 Inst. 18" Culv. Pipe-120' Inst. 2 End Sections Trench Exc. 13 C.Y.
Const. Cattle Guards Lt. & Rt. - 24' Dwg. No. 13663
Const. Easement Line
O.W.R.&N. R.R.
"A" 96+62 P.S.C.
"A" 100+58.62 P.T.
"A" 98+58.62 P.C.S.
Const. Easmt. Line
"A" 2°30' C.L. Ts 9°00' Ts 280.42' 2-200' Sp. S 2°30' a 1.25
"B" 107+77.56 P.S.C.
"B" 108+77.56 P.C.S.
"B" 1° C.L. Ts 5°00' Ts 450.20' 2-400' Sp. S 2°00' a 0.25
Access Control Line
Hwy. & RR. R/W
Const. Type I Fence
Edge of Paving
"B" 103+77.56 P.S.
N 55° 46' E.
Future Guard Rail
R.R. R/W
Flare "A"
N. 63° 08' E.
"A" 103+03.81 P.O.T.
"R" 18+60 P.O.T.
"B" 102+85.35 P.O.T.
N 33° 52' W.
102+93.55 P.O.T.
"R" 20+20.76 P.O.T.
"A" LINE
"B" LINE
"C" LINE
"D" LINE
N 56° 30' E.
N. 62° 16' E.
N. 48° 42' 30" E.
N. 54° 08' E.
Future Pavt.
"C" 0° 30' C.R. Δ 1° 30' T 150.01'
"D" 102+88.95 P.O.T.
"R" 21+36.27 P.O.T.
"C" 102+97.43 P.O.T.
"D" 2° C.R. Ta 5° 25' 30" Ts 215.74' 2-160' Sp. S 1° 36' a 1.25
"D" 106+84.99 P.S.C.
"D" 105+24.99 P.S.
"D" 107+56.24 P.C.S.
"D" 109+56.24 P.T.
Flare A
Existing
Oregon Trunk R.R.
"C" 98+83.34 P.T.
"C" 99+53.34 P.C.
17
20
16
21
End Type 2 Fence
Begin Type 1 Fence
Columbia River
Haul Road Easement
735+01.32 E.S.
734+01.32 E.
Hwy. & R.R.
96+00 Inst. 18" Culv. Pipe-250' Trench Exc. 49 C.Y. Inst. 18" Culv. Pipe-130' Inst. 18" Culv. Pipe-24' (Under R.R.) Under Pavt.-24' Trench Exc. 89 C.Y.
Sta. 102+20 to 103+67
Const. R.C.D.G. Structure - 147'
76.4' Roadway
Dwg. Nos. 19150 thru 19153, 19476 & 14660
"R" 22+00 Inst. 18" Culv. Pipe 112' Inst. 2 End Sections Trench Exc. 19 C.Y.
100 Sp. S 0° 30' a 1.0
O.T.R.R. 1° C.L. Δ 6° 03' 42"

Final Finish Grade 28.2' Lt. or Rt.
Subgrade
Selected Subgrade
Roadbed Ditch, Rt. (2' Bottom)
+0.558
+1.00
+0.75
+20
+67
+40
187.0
185.0
180.0
178.50
100
Ground Line at ℄
STA "L" 108+50
STA O.T.R.R. 736+50
Gen. Exc. Except:
1. W&B Line - Sta. 2589+00 to 2603+00
2. E&B Line - Sta. 1394+00 to 1675+00
3. Detour - Sta. 49+00 to 86+00
Emb. in Place Except: 1 Selected Subgrade
Exc. 3530 O.T.R.R.
Exc. 7889 ("R" Line)
Exc. 1511 ("A" Line)
Exc. 1868 ("B" Line)
Emb. 2,741 ("R" Line)
Emb. 13,000
Exc. 616 (O.T.R.R.)
Emb. 541
From Sta. 10+50
Emb. 2,679
Emb. 676
Emb. 396
Emb. 676
Emb. in Place
Emb. in Place
Emb. in Place
O.T.R.R. 745
O.T.R.R. 740
O.T.R.R. 735

DEC 16 1966
FOR FILING

December 16, 1966

Fidelity & Casualty Co. of N. Y.
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

Contract No. 6514 awarded to Rogers Construction Company for grading, paving, structures, and signing on the Big Eddy-Celilo Section of the Columbia River Highway in Wasco County was completed on June 24, 1966, and accepted by the Highway Commission on December 15, 1966.

Final payment in the amount of $76,195.05 will be released to the contractor after December 23, 1966. The total contract amount is $3,152,553.18 including $60,264.81 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Rogers Const. Co.
11760 NE Glisan St.
Portland 20, Oregon

Pallett, Fisher & Carlo, Inc.
1001 US National Bank Bldg.
Portland 4, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
DEC 15 1966
FOR FILING

I-Xcd-3(41) 8K-
(5,11)

December 15, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed June 24, 1966, on Contract No. 6514. The contract was with Rogers Construction Co. and was for grading, paving, structures, and signing on the Big Eddy-Celilo Section of the Columbia River Highway in Wasco County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective on this date.

This matter will be presented to you for confirmation at the December 19 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

RECEIVED
DEC 14 1966
FOR FILING

#3

November 25, 1966

Rogers Construction Company
11760 N.E. Glisan Street
Portland 20, Oregon

Gentlemen:

The State Highway Commission at its meeting on November 22 considered your request for an extension of time on Contract No. 6514 on the Big Eddy-Celilo Section of the Columbia River Highway in Wasco County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request for extension of the completion date to June 24, 1966.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc J.F. Putnam
Vern Shull
L.H. Young
F.D. Morgan
C.H. Maisen
Bureau of Public Roads

RECEIVED
OCT 24 1966
FOR FILING

October 21, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 3
November 22, 1966 meeting

Gentlemen:

Rogers Construction Company, contractor on the Big Eddy-Celilo Section of the Columbia River Highway in Wasco County, Contract No. 6514, requests an extension of the specified completion date from June 15 to June 24, 1966.

The Highway Department utilized virtually all of the contractor's equipment and personnel in emergency flood restoration work following the December 1964 flood. The contractor had started work on this project and was progressing satisfactorily on the structural work when the flood occurred. Because of the Department's use of his equipment and personnel following the flood, he was unable to perform any of his regular contract work until January 11, 1965. This is a three-week delay which is a justifiable reason for an extension of time.

I recommend that the specified completion date be advanced to June 24, 1966. This will eliminate all liquidated damages. This is a Federal-aid interstate project and we have Bureau of Public Roads concurrence.

This matter will be on the agenda for your consideration at the November 22 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Quary
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
J. F. Putnam

DES:fp bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6514 Contractor Ogden Construction Company

Highway Columbia River Hwy

Section Pig Way-Corbio

Kind of Work Grading, Paving, Lining, & Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Emergency flood restoration work performed by contractor in other areas justifies an extension to June 24, 1966.

Recommended for Approval:

J. W. Putman
Division Engineer

D. S. Kleckner
Construction Engineer or Bridge Engineer

B. Kelsay
Assistant State Highway Engineer

Contract No. 6514

Project designation I-80N-3(41)86
State-Federal

Date awarded Oct. 20, 1964

Work started Oct. 28, 1964

Per cent completed 100

June 24, 1966
Completion Date: 6-15-66 Date

No. of Workdays Allowed

No. of Workdays Used

Request extension to June 24, 1966

No. of Added Workdays Requested

E—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 31, 1966

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 6/15/66 through 6/24/66 within which to complete our Contract No. 6514, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Due to having a contract completion date of June 15, 1966, we are asking a time extension through June 24, 1966 inclusive. The supporting sheets are to verify the workman and equipment used from this project for the December, 1964, flood damage in this area.

Respectfully submitted,

Rogers Construction Company
Contractor

By [signature]

CONSENT OF SURETY

Date 9-2, 1966

We, THE FIDELITY & CASUALTY CO. OF NEW YORK

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[signature]
Attorney-in-Fact
PALLETT FISHER & CARLO INC.

[signature]
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6514 Contractor Rogers Construction Company

Highway Columbia River Highway

Section Big Eddy-Celilo

Kind of Work Grading, Paving, Signing, & Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Emergency flood restoration work performed by contractor in other areas justifies an extension to June 24, 1966.

Recommended for Approval:

J F Gutman
Division Engineer

A L Becker
Construction Engineer or Bridge Engineer

B B Kloke
Assistant State Highway Engineer

Contract No. 6514

Project designation I-80N-3(41)86
State-Federal

Date awarded Oct. 20, 1964

Work started Oct. 28, 1964

Per cent completed 100

Completion Date: 6-15-66 June 24, 1966
Date

~~No. of Workdays Allowed~~

No. of Workdays Used Request extension to June 24, 1966
XXXXXXXXXXXXXXXXXXXXXXXXXX

No. of Added Workdays Requested 7

E—310 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date ..August 31, 1966..

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 6/15/66 through 6/24/66 within which to complete our Contract No. 6514, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Due to having a contract completion date of June 15, 1966, we are asking a time extension through June 24, 1966 inclusive. The supporting sheets are to verify the workman and equipment used from this project for the December, 1964, flood damage in this area.

Respectfully submitted,

Rogers Construction Company
Contractor

By ..[signature]..

CONSENT OF SURETY

Date 9-2, 1966

We, THE FIDELITY & CASUALTY CO. OF NEW YORK

....., **as**

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[signature]
Attorney-in-fact

PALLETT FISHER & CARLO INC.

By [signature]
Resident Agent

(SEAL)

On the attached Equipment summaries, the work dates are shown for this work.

STATE OF OREGON

		Flood Emergency Force Account Amt.
Arlington West	11-4401 D	9,741.95
Blalock	11-4401 D	5,448.46
Condon	11-4401 D	51,578.96
Cottonwood	111-4463 D	2,664.82

S. P. & S. RAILWAY

(Other work done in immediate area)

Biggs Junction	770.52
Maupin	10,134.79
Wishram (December)	7,803.21
Wishram-Maupin - 22B Shovel (January)	8,440.19

Force Account Road Repairs, Arlington Area
W/E 1/3/65

WEEKLY EQUIPMENT OPERATION

ROGERS CONSTRUCTION, Co.

JOB NO. Force Account, Arlington Area

No.	Description	Serial	Dec. 64 28 M	29 T	30 W	31 T	Jan. 65 1 F	2 S	3 S	Total Hours	Rate Hour	Rate Month	Total For Week	Re
2-23	Pickup													
16-21	275A Mich. Ldr.			X	X	X				X				
16-23	955 Cat Loader		8½	3						11½				
16-22	955 Cat Loader							1½		1½				
	Rogers Tandem									37				
	Rogers Tandem									37				
	Rogers Tandem									—				

WEEKLY EQUIPMENT OPERATION

ROGERS CONSTRUCTION, Co.

JOB NO. Arlington Area, Force Acc't

No.	Description	Serial	M 4	T 5	W 6	T 7	F 8	S 9	S 10	Total Hours	Rate Hour	Rate Month	Total For Week	R
2-23 ✓	Chev. P U				11					11				
16-22 ✓	966B Cat Loader		8	8	8	8	7			39				
515-006 ✓	D8 Cat				11	8				19				
	TOTAL PAGE 1									64				
	ROGERS CO.									64				
	ROGERS INC.									20				
	EQUIP RECAP-													
	PAGE 1									40			708.00	
	" 2.									—			—	

Arlington Area, Force Acc't
W/E 1/17/65

WEEKLY EQUIPMENT OPERATION

ROGERS CONSTRUCTION, Co.

JOB NO. Arlington Area, Force Acc't

No.	Description	Serial	11 M	12 T	13 W	14 T	15 F	16 S	17 S	Total Hours	Rate Hour	Rate Month	Total For Week	Re
2-23	Chev P U	AH	6		3		2			11				
2-35	Chev P U	CE					9½			9½				
16-22	966B Cat Loader		5	5	5	5	8			40				
515-004	D8 Cat		2	8	8	8	8			34				
515-006	D8 Cat		8	8	8	8	8			40				
	TOTAL PAGE 5									134½				
	ROGERS CO.									60½				
	ROGERS INC.									74				

Arlington Area, Force Acc:t
W/E 1/24/65

WEEKLY EQUIPMENT OPERATION

ROGERS CONSTRUCTION, Co.

JOB NO. Arlington Area, Force Acc't

No.	Description	Serial	18 M	19 T	20 W	21 T	22 F	23 S	24 S	Total Hours	Rate Hour	Rate Month	Total For Week	R
2-23	Chev P U		1				4			5				
2-35	Chev P U			7	7	8	8			33				
16-22	966B Cat Loader		8	8	8½	8	8			40½				
515-004	D8 Cat				9	4				13				
515-006	D8 Cat		8	8	8	4	8			36				
	TOTAL PAGE 1									130½				
	ROGERS	CO								81½				
	PAGE'S	INC.								49				

Blalock Area, Force Acc't
W/E 1/24/65

WEEKLY EQUIPMENT OPERATION

ROGERS CONSTRUCTION, Co.

JOB NO. Blalock Area, Force Acc't

No.	Description	Serial	18 M	19 T	20 W	21 T	22 F	23 S	24 S	Total Hours	Rate Hour	Rate Month	Total For Week	Re
2-23 ✓	Chev. P U.						4	4		8				
515-004 ✓	D8 Cat						8	8		16				
	Total Page	8.								xx				
	Rogers	Co.								x				
	✓	Inc.								16				
	Total Page	1								xx				
	✓ ✓	2.								—				
	✓ ✓	3								50				
	✓ ✓	4								—				
	✓ -	5								xx½				
	✓ ✓	6								10				
	✓ ✓	7								x				
	✓ ✓	8								xx				
	Grand Total									4x2½				
	✓ Rogers	Co.								526½				

Blalock-Morrow County Line, Force Acc't
W/E 1/31/65

WEEKLY EQUIPMENT OPERATION

ROGERS CONSTRUCTION, Co.

JOB NO. 142 Blalock-Morrow County Line, Force Acc't

No.	Description	Serial	25 M	26 T	27 W	28 T	29 F	30 S	31 S	Total Hours	Rate Hour	Rate Month	Total For Week	Re
2-23	Chev P U		8				3	8		19½				
2-35	Chev P U		8	8	8	8	8			40				
16-22	966B Cat Loader		8	8	8	8	8			40				
15-023	D6 Cat			8	8½	8	8			33½				
515-004	D8 Cat		8	8	8	8				32				
515-006	D8 Cat		6	8	8	8				30				
7-36	[illegible]		2					8		10				
	TOTAL									205				
	ROGERS CO.									143				
	ROGERS INC.									62				
	PAGE 1									205				
	PAGE 2									143				
	PAGE 3									—				
	PAGE 4									62				

Cottonwood Canyon Bridg Area, Force Acc't
W/E 1/17/65

WEEKLY EQUIPMENT OPERATION

ROGERS CONSTRUCTION, Co.

JOB NO. Cottonwood Canyon Bridge Area, Force Acc't

No.	Description	Serial	11 M	12 T	13 W	14 T	15 F	16 S	17 S	Total Hours	Rate Hour	Rate Month	Total For Week	Re
2-23	Chev P U		2		2		2			6				
2-35	Chev P U					1½				1½				
15-023	D6 Cat		7½	10	7½	9½	9½			44				
	TOTAL PAGE 7									61½				
	ROGERS CO.									61½				
	ROGERS INC.									—				

Cottonwood Area, Force Acc't
W/E 1/24/65

WEEKLY EQUIPMENT OPERATION

ROGERS CONSTRUCTION, Co.

JOB NO. Cottonwood Area, Force Acc't

No.	Description	Serial	18 M	19 T	20 W	21 T	22 F	23 S	24 S	Total Hours	Rate Hour	Rate Month	Total For Week	R
✓ 2-23	Chev P U			2						2				
✓ 2-35	Chev P U		9							9				
✓ 15-023	D6 Cat		7							7				
	Total Page	7								21				
	Rogers	Con.								21				
	✓	Inc.								—				

W/E 2/14/65

WEEKLY EQUIPMENT OPERATION — ROGERS CONSTRUCTION, Co.

JOB NO. Tiggs Jct. Flood Emergency Force Account

No.	Description	Serial	8 M	9 T	10 W	11 T	12 F	13 S	S	Total Hours	Rate Hour	Rate Month	Total For Week	I
E-2	Lord P.U.				H/C	Time								
J-1	Chev. P.U.		8½	8	6					22½				
S-23	Onan Light Plant		8½	8	6					22½				
	V. beator 0-1½ H.P.		8		4					12				
3-24	Chev Flatbed			1½						1½				
	Totals			ROGERS CO.						34				

WEEKLY EQUIPMENT OPERATION

ROGERS CONSTRUCTION, Co.

JOB NO. Figgs Jct. Flood Emergency Force Account

No.	Description	Serial	1 M	2 T	3 W	4 T	5 F	6 S	7 S	Total Hours	Rate Hour	Rate Month	Total For Week	R
B-2 ✓	Ford P.U.		2	2	2		2			8				
J-1	Chev. P.U.		8	8	8	8	8			40				
8-23 ✓	Onan Light Plant		8	8	8	8	8			40				
	Totals									88				

WEEKLY EQUIPMENT OPERATION

ROGERS CONSTRUCTION, Co.

JOB NO. [illegible] Flood Emergency Force Account

No.	Description	Serial	1 M	2 T	3 W	4 T	5 F	6 S	7 S	Total Hours	Rate Hour	Rate Month	Total For Week
3-24 ✓	Chev. Flatbed Trk.			8	4					12			
3-36 ✓	White Boom Truck			8	6					14			
42-1 ✓	Homelite Generator				8	8	8			24			
	TOTALS			Rogers Co.						50			

WEEKLY EQUIPMENT OPERATION

ROGERS CONSTRUCTION, CO.

JOB NO. S. P. & S. RAILROAD FLOOD EMERGENCY WISHRAM & MAUPIN

No.	Description	Serial	11 M	12 T	13 W	14 T	15 F	16 S	17 S	Total Hours	Rate Hour	Rate Month	Total For Week	F
14-2	Bucyrus-~~Erie~~ Erie 22-B													
515-003	977 Traxcavator		8	8	8½	8	5			37½				

Job No. SPES- Manpin Wishram W/E 1-17-65

ROGERS CONS
Weekly Equipme

Equipment No.	Description	S/N	Rate	Total Hours	Total Amount	SHIFT	Code M	T	W	T	F	S	S	Tot	Code M	T	W	T
14-2	B/E 22B 3/4 yd			34½		D	5½	7½	7½	7	7			34½				
						N												
						$												
						D												
						N												
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SP&S. WISHRAM

Job No. _____ W/E 1/3/64

ROGERS CONS
Weekly Equipmer

Equipment No.	Description	S/N	Rate	Total Hours	Total Amount	SHIFT	Code M	T	W	T	F	S	S	Tot	Code M	T	W	T
	977					D	9	8	8½	1½			27					
515-003	TRAXCAVATOR			27		N												
						$												
	B/E 22B					D	8	8½					16½					
14-2	¾ yd			16½		N												
						$												
						D												
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SP&S.

Job No. RR W/E 12/27/64

ROGERS CONS
Weekly Equipme

21 22 23 24 25 26 27

Equipment No.	Description	S/N	Rate	Total Hours	Total Amount	SHIFT	Code M	T	W	T	F	S	S	Tot	Code M	T	W	T
502-15	3/4 Ton P.U.			15		D				8		7		15				
						N												
						$												
2-21	1/2 Ton P.U.			47½		D			12½	13	11	11		47½				
						N												
						$												
14-2	B/E 22B 3/4 yrd			33		D					10½	11	11½	33				
						N												
						$												
15-28	D-8 Dozer			58		D			12½	13	11	11	10½	58				
						N												
						$												
515-003	977 Traxcavator			61½		D			10½	13	18	16	4	61½				
						N												
						$												
						D												
						N												
						$												
						D												
						N												
						$												
Totals				215		D												
						N												
						$												
						D												
						N												
						$												
Rogers Co.				138½		D												
Rogers Inc.				76½		N												
						$												
						D												
						N												
						$												
						D												
						N												

S H & S Manpin

Job No. _____ W/E 1-3-64

ROGERS CONS
Weekly Equipme

Equipment No.	Description	S/N	Rate	Total Hours	Total Amount
515-17	U Dozer			34½	
15-27	D-8			17	
503-12	Crane			36½	
				88	

SHIFT	Code M	T	W	T	F	S	S	Tot	Code M	T	W	T
D	10	6½	9	9				34½				
N												
$												
D	10½	6½						17				
N												
$												
D	11	13½	12					36½				
N												
$												
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WEEKLY EQUIPMENT OPERATION

ROGERS CONSTRUCTION, CC.

JOB NO. S.P.& S. Railroad - Wishram, Maupin

No.	Description	Serial	4 M	5 T	6 W	7 T	8 F	9 S	10 S	Total Hours	Rate Hour	Rate Month	Total For Week	R
✓ 14 - 2	(Maupin) Bucyrus-Erie 3/4	C.Y.		2	4	4	6	7		23				
✓ 515-003	977 Traxcavator		8½	8½	8	8½	8			41½				
										64½				

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 18, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-3(41)86
Big Eddy - Celilo Section
Request for Time Extension

Reference is made to your letter of September 19, 1966, subject project, requesting an extension of the completion date from June 15 to June 24, 1966.

You have pointed out that virtually all the contractors equipment was utilized to perform flood restoration, thus delaying his progress for nearly seven weeks.

On the basis of this need and agreement between the State and contractor we approve the extension as requested.

cc Young
Morgan
Mason
10-20-66

NOTED

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 50M 10-65 SP°23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 16, 1966

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Extension of Time
Big Eddy-Celilo Section
Columbia River Highway
Contract No. 6514

Attached is a request from Rogers Construction Company, contractor on the subject contract, for an extension of the specified completion date from June 15 to June 24, 1966 without the assessment of liquidated damages. The contractor's reasons for requesting this extension are based on delays caused by the Highway Department's use of his equipment and personnel on emergency flood repair work following the December, 1964 flood.

Virtually all of the contractor's equipment and personnel were utilized in emergency flood restoration work. Due to the extreme urgency involved in repairing the flood damage, no written agreement was made for the flood work. A "verbal" contract was made between the State and the contractor to perform the flood restoration work. The contractor had started work on this contract on October 28, 1964 and was making good progress on the structural work when the flood occurred. The grading work had started approximately one month prior to the flood and quantities of excavation being moved were showing a marked increase. Following the flood, the contractor was not able to perform any of the regular contract work until January 11, 1965. On January 11, the contractor was able to resume his structural work; however, he could not resume any grading work until February 8 which is almost seven weeks after the flood. He was not able to resume full production until March 8, 1965.

In addition to the reason listed above, there was additional work added to the contract by Extra Work Order and Price Agreement totaling over $58,000. This would justify 11 calendar days if the contract special provisions had not deleted all reasons for time extensions except strikes.

This has been discussed with the Bureau of Public Roads Area Engineer who agrees that an extension of time based on the delay caused by the State's use of contractor's equipment for flood restoration work is a justifiable reason. Attached for your information is a tabulation indicating the progress of the contractor's work before and after the flood.

The specified completion date for this project was June 15, 1966. The project was completed June 24, 1966 which is 9 penalty days amounting to ~~$3,780~~ 2,940 in liquidated damages. Based on the reasons listed above, we recommend that the specified completion date be extended to June 24, 1966. This will eliminate all liquidated damages.

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

DES:fp
Attach.
cc L. H. Young

STATE

Form E-49—30M

TABULATION SHEET

OREGON STATE HIGHWAY DEPARTMENT

SHEET ..... OF ..... SHEETS

Sig Eddy - Celilo
Columbia River Highway
Contract 6514

Week Ending		Percentage Complete: Clearing	Drainage	Grading	Structure	Contract	No. Men	No. Equip.
10-30-64		0	0	0	0	0	1	1
11-6					0.2	0	5	2
11-13				0	1	0.2	6	2
11-20				0.4	2	0.7	11	4
11-27		0		0.5	2	0.7	15	5
12-4		1		0.7	3	1.1	14	4
12-11		49		1	4	2.1	13	4
12-18							0	0
12-25-64		12-24-64						
1-1-65								
1-8						2.1	0	0
1-15		1-11-65			4	2.3	13	4
1-22					7	3.0	18	5
1-29		49	0		7	3.2	18	4
2-5		60	11		8	4.0	28	8
2-12		2-11-65			9	4.3	26	11
2-19			14		10	4.7	36	7
2-26		60			12	5.3	34	8
3-5		65		1	14	6.1	32	10
3-12				2	15	6.9	38	13
3-19			14	3	17	7.8	38	15
3-26		65	15	4	18	8.5	39	13
4-3		70	21	4	20	9.7	41	13
4-10			29	5	21	10.4	36	15
4-17		70	32	5	24	11.5	48	16

RECEIVED
SEP 21 1966

I x I = (111) x 1

6214

September 19, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
Big Eddy-Celilo Section
Columbia River Highway
Project No. I-80N-3(41)86

Dear Sir:

We have received from Rogers Construction Company, contractor on the subject project, a request for an extension of the specified completion date from June 15 to June 24, 1966. The contractor's reason for requesting this additional time is based on delays caused by the State's use of his equipment and personnel on emergency flood repair work following the December, 1964, flood.

Virtually all of the contractor's equipment and personnel were utilized in emergency flood restoration work. Due to the extreme urgency involved in repairing the flood damage, no written agreement was made for the flood work. A "verbal" contract was made between the State and the contractor to perform the flood restoration work. The contractor had started work on his contract on October 28, 1964, and was making good progress on the structural work when the flood occurred. The grading work had started approximately one month prior to the flood and quantities of excavation being moved were showing a marked increase. Following the flood, the contractor was not able to perform any of the regular contract work until January 11, 1965. On January 11, the contractor was able to resume his structural work; however, he could not resume any grading work until February 8 which is almost seven weeks after the flood. He was not able to resume full production until March 8, 1965.

The original completion date for this project was June 15, 1966. The project was completed June 24, 1966. Based on the delay caused by the State's use of the contractor's equipment and personnel for emergency flood repair work, we recommend that the specified completion date be extended to June 24, 1966. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
J. F. Putnam

DES:fp srb

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Big Eddy-Celilo	WEEK ENDING: Aug. 27, 1966	
	SECTION PREFIX: 633-1086	
HIGHWAY: Columbia River	COUNTY: Wasco	
NAME OF JOB: Big Eddy-Celilo Section	KIND OF WORK: Grading, Paving, Signing & Structures	
CONTRACTOR: Rogers Construction Company	CONTRACT NUMBER: 6514	FEDERAL AID PROJECT NUMBER: I-80N-3(41)86
DATE OF CONTRACT: Oct. 20, 1964	DATE WORK STARTED: Oct. 28, 1964	ESTIMATED COMPLETION DATE: June 24, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 3,936,626.77	SPECIFIED COMPLETION DATE: June 15, 1966	PERCENT OF TIME ELAPSED: 102
EXCLUSIVE OF ENGINEERING: $ 3,656,680.87	ENGINEERING AUTHORIZATION: $ 297,957.90	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 3,445,000.00	ENGINEERING COST TO DATE: $ 264,100.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 6 %	PERCENT OF AUTHORIZATION: 94 %	DATE PROJECT WAS COMPLETED: June 24, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.61	7.30		7.30	7.30
MILES PARTIALLY COMPLETED	1.61	7.30		7.30	7.30
MILES COMPLETED	1.61	7.30		7.30	7.30
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,107,000 cy	148,500 ton		22 ton	81,100 #ton
TOTAL QUANTITIES CORRECTED TO DATE	1,028,000	155,500		1.3	77,183
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,028,000	155,500		1.3	77,183
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	8924	8923	8831	8933	8934	Ret.Walls		
PERCENT	100	100	100	100	100	100		

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
SEP 1 1966
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final sent to Bond Aug. 25.

This is the final report.

SIGNED Vernon E. Shull LOCATION Rainier

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
JUN 20 1966
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FOR FILING
I-80N-3(4)86
6514

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 17, 1966

Mr. Kenneth N. Fridley, Member
Oregon State Highway Commission
Post Office Box 46
Wasco, Oregon

Dear Mr. Fridley:

In response to your verbal request to Mr. Wolfe on Tuesday, June 14, we made an investigation of the signing on the Big Eddy-Celilo Section of the Columbia River Highway east of The Dalles.

It was found that on June 13 the section was opened as a four-lane freeway facility. The signing that had been in place during construction was removed.

The fatal accident which occurred in this section was on a level tangent section of the westbound lanes. At that time, these lanes were being used for two-way traffic. The accident occurred when a westbound driver passed a car, cut back in, lost control, and skidded into what was then the eastbound lane, striking an eastbound car headon.

Traffic hazards at the golf course will be investigated Sunday.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Clyde Fridley
Wasco, Oregon

R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall

NOTED
TOM EDWARDS

RECEIVED
JUN 17 1966
FOR FILING

I-80N-3(41)86

PKT END ITL 68 6-14-66 920AM

6514

F B KLABOE

CC J F PUTNAM

ELEVATION OF WATER IN THE DALLES DAM POOL AS OF 8 AM THIS DATE --

0574 - 160.3
8905 - 160.8

VERN SHULL

AK
23.57.1

RECEIVED
JUN 14 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

6-13-66

Big Eddy – Celilo

Normal Pool elev. 160.00

Limits of Sect. (Approx) { Riv. M.P. 193.9 — Riv. M.P. 200.2
Sta. 2574+00 – 2905+59.87

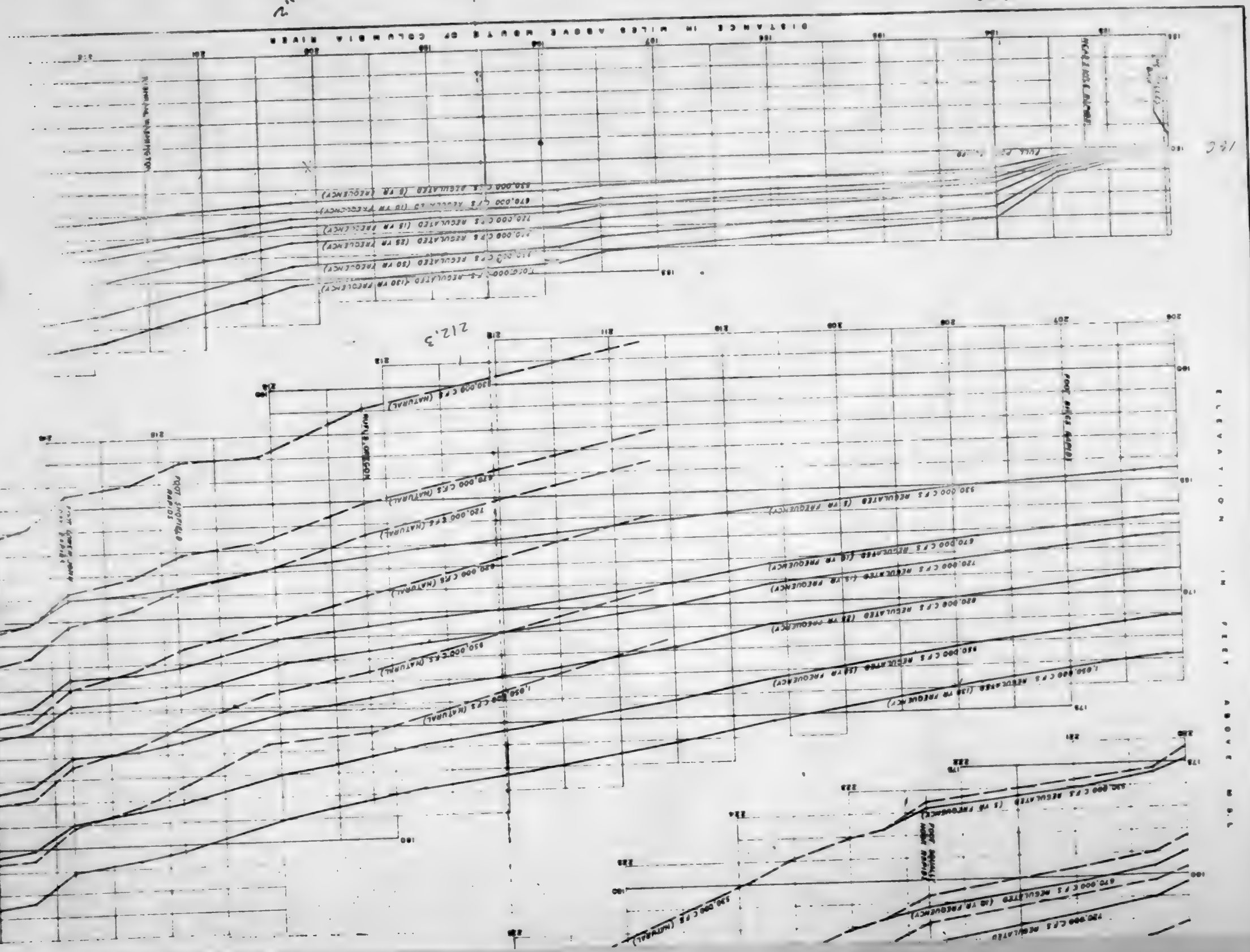
33,160' or 6.28 mi.

Begin 2615+69 Elev 167.82 (Sol. Sub). 170.32 (Finish).

+0.008%

End 2899+20 Elev. 168.06 (Sol Sub) 170.56 (Finish)

Back water Curve	Riv. MP. 193.9	5 yr.	160.7
		10 yr.	161.2
		15 yr.	161.4
		25 yr.	161.75
		50 yr.	162.3
		130 yr.	163.0
Back Water	Riv. M.P. 200.2	5 yr	161.5
		10 yr	162.3
		15 yr	162.7
		25 yr.	163.3
		50 yr	164.3
		130 yr.	165.2


DISTANCE IN MILES ABOVE MOUTH OF COLUMBIA RIVER
1,050,000 C.F.S. REGULATED (130 YR FREQUENCY)
930,000 C.F.S. REGULATED (30 YR FREQUENCY)
820,000 C.F.S. REGULATED (25 YR FREQUENCY)
720,000 C.F.S. REGULATED (10 YR FREQUENCY)
670,000 C.F.S. REGULATED (10 YR FREQUENCY)
530,000 C.F.S. REGULATED (5 YR FREQUENCY)
1,050,000 C.F.S. (NATURAL)
930,000 C.F.S. (NATURAL)
820,000 C.F.S. (NATURAL)
720,000 C.F.S. (NATURAL)
530,000 C.F.S. (NATURAL)
MOUTH OF COLUMBIA RIVER
PORT OF PORTLAND MARINE TERMINAL
PORT OF VANCOUVER
PORT OF KALAMA
PORT OF LONGVIEW
PORT OF KELSO
PORT OF CLARKSTON
PORT OF WILBUR
PORT OF ALMOTA
PORT OF LEWISTON
PORT OF WILMA

RECEIVED
JUN 16 1966
FOR FILING

I 80N-4(11)8 6

6514

F. B. Kibbee

.BNM

6-15-66

CON BND TDL 66 6-13-66 QWEPM

REFERRED TO
Cooper
BY ASST. STATE HWY. ENGR
Info

F D MORGAN
J F PUTNAM

BIG EDDY-CELILO - CONTRACT 6514

SHIFTED ALL TRAFFIC TO EASTBOUND LANES THROUGHOUT PROJECT AT NOON TODAY.

WILL SHIFT TO PERMANENT LANES, EASTBOUND AND WESTBOUND, BEFORE DARK TONIGHT.

WILL COMPLETE WESTBOUND PAVING UNDER ONE-WAY TRAFFIC TOMORROW.

VERN SHULL

AK
17.27.

NOTED
FORREST COOPER

RECEIVED
JUN 14 1966
OFFICE OF
STATE HIGHWAY ENGINEER

MORGAN

BIG EDDY-CELILO WILL BE OPEN TO 4 LANES TUESDAY.

J F PUTNAM

FT17.

NOTED
FORREST COOPER

Klaboe

Cooper

NOTED
F.B. KLABOE

CON BND - 94 6-10-6 6 4/25 PM

MORGAN

BIG EDDY-CELILO WILL BE OPEN TO 4 LANES TUESDAY.

J F PUTNAM

FT17 8.

NOTED
FORREST COOPER

A

RECEIVED
JUN 27 1966
FOR FILING

OREGON ST... DEPARTME...

Contingent upon modification of project agreement if additional funds are req... 1966 ...

Order ... - Extra Work

TO BE PERFORM... ON FORCE ACCOUNT BASIS

G 1-P

... Dist. Engineer
U.S. Bureau of Public Roads

I-80N-3(41)86

Project Name Big Eddy-Celilo ... Date June 1, ... 19 66

Highway 6... 4 Columbia River ... Contract No. 6514

County Wasco ... Prefix 633-1086

Contractor Rogers Construction Company ... F. A. Project No. I-80N-3(41)86

Address 11760 N.E. Glisan St., Portland, Ore. 97220 ... Order No. 11

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Cover with dirt, the rock inlay which was installed under this contract. Work can be done with a dozer, a loader or a combination of both.

Remove old roadbed adjacent to UPRR spur track to meet UPRR requirements, dozer and loader work. Pull ditches and remove excavated materials from vicinity of tracks.

Location by station numbers:

Rock inlay: 2547+50 to 2552+50
Roadbed removal Rt. & Lt. of "WB" 25+50

Estimate of quantities and cost:

Rock Inlay: Equipment Rental & Labor = $1,200.00
Roadbed Removal: Equipment Rental & Labor = $ 450.00
$1,650.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The rock inlay is to be covered for reasons of appearances.
The old roadbed is to be removed to meet railroad requirements. If we do not remove it the UPRR will, with hand labor, and charge the expense to us.
Work commenced 6/1/66.
Teletype approval obtained.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,936,626.77
Present estimate of project cost, including $1,650.00 for work under this order	$3,887,437.90
Expected under-run amount	$ 49,188.87
Expected under-run per cent	1.2

Space to right of this line is for use of Salem Office

Submitted by: /s/ Vernon E. Skull, Resident Engineer

/s/ J. F. Putnam
Approval Recommended: ..... Division Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or ...

Approved: /s/ L. H. Young ... Deputy State Highway Engineer or ... Office Engineer.

SP-0191-784

Approved 6-24-66

RECEIVED
MAY 27 1966

Klaboe

I-Kla-3(41)-6

FOR FILING

6-14

.BNM

CON BND TDL 93 5-25-66 423PM

F D MORGAN

J F PUTNAM

"COPY"
F.B. KLABOE

BIG EDDY-CELILO CONTRACT 6514

TRAFFIC SHIFTED TO WESTBOUND LANE THROUGHOUT PROJECT 3 PM THIS DATE.
AC SURFACE ALL THE WAY.

VERN SHULL

AK
17.37
~~00.00~~.

RECEIVED
MAY 26 1966
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Continuation
proj
G-I-P

Project Name Big Eddy-Celilo — Date May 11, 1966

Highway Columbia River — Contract No. 6514

County Wasco — Prefix 633-1086

Contractor Rogers Construction Company — F. A. Project No. I-80N-3(41)86

Address 11760 N.E. Glisan St., Portland, Ore. 97220 — Order No. 2 (Supplement No. 2)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construction signing as required. Furnish, install, maintain and remove directional signs as required for direction and routing traffic through project. Signs to be installed under this order consist of only those signs for which the State Highway Department has obligation to control and pay for in order to achieve the safest possible conditions for the traveling public and in order to achieve consistent uniformity throughout the State. Said signs to become the property of the State at the completion of the project. Dismantle, move and reassemble (twice) 600 lin. ft. of Type II Barricade.

Location by station numbers:

Throughout project

Estimate of quantities and cost:

Original		Supplement No. 1		Supplement No. 2	
Material	$ 50.00	Material	$100.00	Labor	$500.00
Labor	100.00	Labor	200.00	Equip. Rental	100.00
Equip. Rental	50.00	Equip. Rental	100.00	Total	$600.00
Total	$200.00	Total	$400.00		

Total Cost = $1,200.00, Total Additional Cost = $1,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Stipulated in Special Provisions
Original Funds provided in Project Authorization, however, in order to adequately provide for traffic and dismantle, move & reassemble barricade more funds are required.
Work has commenced.

over

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,936,626.77
Present estimate of project cost, including $600.00 for work under this order	$3,887,437.90
Expected under-run amount	$49,188.87
Expected under-run per cent	1.2%

Space to right of this line is for use of Salem Office

Submitted by: /s/ Vernon E. Shull, Resident Engineer

Approval Recommended: /s/ John A. Bond, Construction Engineer or

Approval Recommended: /s/ J. F. Putnam, Division Engineer

Approved: /s/ L. H. Young, State Highway Engineer or Office Engineer.

SP*4891-734

orig to Salem 5-25-66

It can best be handled by extra work order because (a) accurate itemization by the State is impractical because possible changed traffic flow patterns will result in revised traffic control schemes (b) that prosecution of the work by the contractor is subject to many variables which may alter the sequence or patterns of required traffic control measures.

This order in one way contemplates the assumption by the State of the contractor's obligation or liabilities. He shall, in accordance with the State of Oregon practice, be responsible for signs, barricades, lights, and other devices intending to (a) direct attention to hazards and dangerous conditions resulting from work under this contract, (b) to warn the traveling public of impending dangers and (c) to generally provide for the safety of the public and workmen.

RECEIVED
MAY 20 1946
OREGON

Form S-300—Rev

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement to additional [illegible]
NOV 2 1966-P
for State Highway Engineer
U.S. Bureau of Public Roads

Project Name Big Eddy-Celilo Date April 20, 19 66

Highway Columbia River Contract No. 6514

County Wasco Prefix 633-1086

Contractor Rogers Construction Company F. A. Project No. I-80N-3(41)86

Address 11760 N.E. Glisan St., Portland, Oregon 97220 Order No. 1 (Supplement #1)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State Participation in Flagging costs.

Location by station numbers:

Throughout project.

Estimate of quantities and cost:

Original	=	$ 7,500.00
Supplement #1	=	4,600.00
Total Cost	=	$12,100.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Stipulated in Special Provisions.
Funds provided in Project Authorization not adequate.
Work has commenced.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,936,626.77
Present estimate of project cost, including $4,600.00 for work under this order	$3,887,371.01
Expected under-run amount	$ 49,255.76
Expected under-run per cent	1.0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Vernon E. Shull, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or

Approval Recommended: /s/ L. H. Warfield, Division Engineer

Approved /s/ L. H. Young, Office Engineer.

State Printing

5-3-66

RECEIVED
APR 8 - 1966
OFFICE OF STATE HIGHWAY ENGINEER

FORM 1812

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

H. F. MOY,
SECRETARY
CHIEF ENGINEER

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND, OREGON, 97207

April 1, 1966

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Re: Big Eddy-Celilo Section
Columbia River Highway
Wasco County

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

I refer you to construction agreement between the Oregon State Highway Commission and Oregon Trunk Railway dated August 29, 1963, covering the relocation of Primary State Highway No. 30 at Celilo, Oregon, to become Federal Interstate Highway No. 80-N, and more particularly to Section XVII covering reimbursement to the Railway of deferred construction costs of the relocated line during a 1-year seasoning period of operations by the Railway on the new line.

The first railroad operation over the new line was made on October 18, 1965. The Railway, therefore, considers this date the start of the 1-year seasoning period.

NOTE R. L. PORTER

Very truly yours,

Chief Engineer

Routing
WVC
RECEIVED
1966
CONSTRUCTION
DIVISION

NOTED
F. B. KLABOE

RECEIVED
APR 5 1966
OFFICE OF
STATE HIGHWAY ENGINEER

COPIES TO: AN PARSONS
RL PORTER
FD MORGAN
CH MAISON
LH YOUNG
JF PUTNAM
VE SHULL

RECEIVED
MAR 17 1966
FOR FILING

I-80N - (11) 1

6514

4400

March 16, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Employment of Consultants

Dear Sir:

Oregon's out-of-State travel regulations, time and expense of travel, and other reasons make it necessary that we employ out-of-State inspection agencies (consultants) to perform shop inspection of structural steel fabricated outside of Oregon for incorporation in Oregon structures. Current procedure in selecting an agency is as follows:

When the location of the fabricating shop is determined, proposals are solicited from agencies of known capabilities to do the work. A sample letter of solicitation is attached.

Proposals received are evaluated, the consultant selected and a letter form of agreement is negotiated. A sample letter agreement is attached. In this procedure the Bridge Engineer:

1. Makes the evaluation of prospective consultants.

2. In this evaluation little or no reliance is placed on prospective consultant's brochures. If a new firm's capabilities are not known, investigations are conducted to determine the firm's capabilities.

3. Makes no particular effort to determine a prospective consultant's work load. If a firm submits

a proposal, it is assumed that they have man power available to do the work.

4. Makes the selection of the firms with whom negotiations are to be initiated.

5. Makes an estimate of the cost of the work.

The above applies to the selection of firms to perform shop inspection on the fabrication of structural steel and related items only. The work is routine and does not normally require conference during the selection stage nor the execution stage.

Your favorable consideration of the procedure is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

CMG:jf jwa

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

DATE: February 16, 1966

08-35-EC
XRef; 550.1

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-3(47)95
Celilo - Rufus Section
Employment of Consultants

We are accepting as an interim measure Mr. Edwards' January 31 procedural letter concerning the employment of consultants for shop inspection of Structural Steel for the subject project. We are now in position to approve the State-consultant agreement as submitted by Mr. Merchant's December 30, 1965 letter and you are authorized to proceed with the work effective December 28, 1965, the date of your acceptance of the consultant's proposal.

We wish to remind you also that compliance with paragraph 5 of PPM 40-6, Access to Records is required on all consultant agreements. You will note this paragraph requires retention by the consultant of "...all books, documents, papers, accounting records and other evidence pertaining to cost incurred... for 3 years from date of final payment under the contract for inspection by the State, Public Roads, or any authorized representatives of the Federal Government and copies thereof shall be furnished if requested."

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
FEB 18 1966
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

Pattern

FORM E-123X 50M 6-64

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 10, 1964

Pittsburgh Testing Laboratory
2419 S.E. Powell Boulevard
Portland 2, Oregon

Gentlemen:

Big Eddy - Colilo Section
Oregon Contract No. 6514

I have your proposal of November 25, 1964, for shop inspection of structural steel for the above job to be fabricated by Isaacson Iron Works in their Seattle, Washington, plant.

Please consider this our acceptance of your proposal of November 25, 1964, and your authority to proceed with the work under the following terms and conditions:

All work to be done in accordance with the attached"Inspection Procedure Requirements"dated November 13, 1964.

On completion of the work you will furnish us a certificate to the effect that the terms of the above cited requirements have been complied with by you.

Payment for your work will be made on a tonnage basis; i.e., for tons of steel inspected for the job at your proposal price of $2.25 per ton.

Bills for your work should bear the attached field purchase order number and be forwarded in quadruplicate directly to O.A. White, Materials Engineer, 2950 State Street, Salem, Oregon.

Please endorse the duplicate of this letter in the space provided and return to me as your acceptance of this commission. Please return two copies of the attached certificate properly executed.

Please advise the address of your Seattle office so that we may forward the usual shop details and so forth.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DEPT.
DEC 17 1964
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

ACCEPTED BY:

Donald R. Scott
Pittsburgh Testing Laboratory

November 19, 1964

Pittsburgh Testing Laboratory
2419 S.E. Powell Boulevard
Portland 2, Oregon

Gentlemen:

This Department has awarded a contract to Rogers Construction Company, 11760 N.E. Glisan, Portland, Oregon, for the construction of what is known as the Big Eddy - Celilo Section of the Columbia River Highway in Wasco County under Oregon Contract No. 6514.

(A part of the work involved in the contract is construction of four structures requiring the use of welded steel beam construction.) The nature and extent of this bridge construction is shown on the accompanying plans and in the accompanying specifications.

The contractor advises us that the structural steel required will be fabricated by Isaacson Iron Works in their Seattle, Washington, plant.

I would appreciate receiving your quotation on a per ton basis for the usual shop inspection of the fabrication, all inspection to be performed in accordance with the enclosed Inspection Procedure Requirements dated November 13, 1964.

May I have your early reply to this request.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:jm
Attachments

cc: Norman D. Krohbiel
Laboratory

RECEIVED
FEB 18 1966
SP*23401-734

FOR FILING

I-205-1(4)

6514

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1966

RAILROAD COMPANIES
FILE No. 629

To: Mr. Floyd Query, Secretary
State Highway Commission

Building

SUBJECT: Pux Nos. 457, 461, 462 & 473
R/W File No. 34003
Supplemental Agreement (State-County-RR)
OWRR & N. Co.; UPRR Co.
Big Eddy-Celilo Section
Columbia River Highway
(Interstate 80N)
Wasco County

Attached please find fully executed duplicate original of a supplemental agreement relative to the above-titled matter. This supplemental agreement should be filed in your permanent records.

Distribution of conformed copies has been made as indicated below.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encl.

cc: R. L. Porter (1)
F. B. Klaboe (1)
Ivan Merchant (1)
F. D. Morgan (2)
E. S. Hunter (1)
J. F. Putnam (2)
R. N. Chase (3)
C. H. Maison (1)
Earl F. Saling (1)
Ted Litchfield (1)

Barbara
To note & file

RECEIVED
FEB 17 1966
FOR FILING
I-80N-3(41) A6
6514

February 16, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith, for your consideration and approval are copies of Order for Extra Work No. 2 - Supplemental, to cover the overrun of directional signing on the Big Eddy-Celilo Section of the Columbia River Highway in Wasco County, Contract No. 6514, in connection with Federal-Aid Project No. I-80N-3(4)86.

This additional work is necessary for the direction and guidance of traffic during construction. It does not include warning signs, lights and barricades required of the contractor for the safety of traffic and workmen.

The original order was approved by the BPR Nov. 2, 1964. This order was tentatively recommended for approval by the BPR Assistant Area Engineer. Your approval is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CwT:mb
Enc.

RECEIVED
FEB 18 1966
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

I-80N-3(41)86

TO 6614 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: February 15, 1966

In reply refer to: 08-35.DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. K. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-3(41)86
Big Eddy-Celilo Section
State Force Order No. 8 (Revised)

Mr. Young's letter of February 10, 1966 furnished copies of subject State Force Order covering the furnishing of 10-BP-42 steel piling on the subject project. This letter confirms our tentative oral advance approval of the proposed work.

NOTED
F.B. KLOBOE

We have approved the use of State force account procedures in accordance with PPM 21-6.2 for materials furnished by the State for the reasons outlined in Mr. Young's letter, and in the estimated amount of $13,990.76 with Federal participation of $12,591.68. Participation in cost will be made on an agreed unit price basis. A signed copy of the approved order, approval retroactive to October 8, 1965, is returned herewith.

Attachment

REFERRED TO
Young w/encl.
BY ASST. STATE HWY. ENGR.
2-18-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106—5M

STATE COPY

APPROVED
Continuation of
proj. G1-P
OCT 4 1965
Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 8 (Revised)

Project Name Big Eddy-Celilo Section Date February 1, 1966

Highway Columbia River Contract No. 6514 F. A. Project No. I-80N-3(41)86

County Wasco Prefix 633-1086 Account No. 210-08

Description of Work To Be Done: Furnish 10 BP 42 Steel Piling as follows:

21.7 lin. ft. at	$ 108.50	from Gibbons & Reed Co., Contract No. 6392 Spanish Hollow Bridge
280.8 lin. ft. at	1,268.10	from Project Authorization, Contract No. 6250
2,913.2 lin. ft. at	12,614.16	from John Day River Bridge, Contract No. 6014
Totals = 3,215.7 lin. ft.	$13,990.76	

Location by Station Numbers:

Bridge Nos. 8924, 8923, and 8831

Estimate of Quantities and Costs:

Material $13,990.76

Explanation:

Because of unsuitable foundation material the State Highway Department furnished 10 BP 42 steel piling from Rufus Maintenance Yard for structure footing supports. Work is completed.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$3,936,626.77
Present estimate of project cost, including $13,990.76 for work under this order	$3,936,626.77
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Vernon E. Shull, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam, Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
FEB 24 1966

Form E-200—6M

FOR FILING

I-80N-3(41)86

GI-P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Big Eddy-Celilo Date Feb. 7, 19 66

Highway Columbia River Contract No. 6514

County Wasco Prefix 633-1086

Contractor Rogers Construction Co. F. A. Project No. I-80N-3(41)86

Address 11760 N.E. Glisan St., Portland, Oregon, 97220 Order No. 2 (Supp. #1)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construction signing as required. Furnish, install, maintain and remove directional signs as required for direction and routing traffic through project. Signs to be installed under this order consist of only those signs for which the State Highway Department has obligation to control and pay for in order to achieve the safest possible conditions for the traveling public and in order to achieve consistent uniformity throughout the state. Said signs to become the property of the state at the completion of the project.

Location by station numbers:

Throughout project.

Estimate of quantities and cost:

Original		Supp.#1			
Material	$ 50.00	Material	$100.00	Original	$200.00
Labor	100.00	Labor	200.00	Supp. #1	400.00
Equip. Rental	50.00	Equip. Rental	100.00	Total Cost	$600.00
Total	$200.00	Total	$400.00		

Total Additional Cost - $400.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Stipulated in Special Provisions
Original funds provided in Project Authorization; however in order to adequately provide for traffic, more funds are required.

Work has commenced.

(OVER)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,936,626.77
Present estimate of project cost, including $400.00 for work under this order	$3,936,626.77
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Vernon E. Shull — Resident Engineer

Approval Recommended: /s/ John A. Bond — For Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ J. F. Putnam — Division Engineer

Approved /s/ L. H. Young — ~~Deputy State Highway Engineer, Assistant State Highway Engineer~~ or Office Engineer

State Printing

It can best be handled by extra work order because (a) accurate itemization by the state is impractical because possible changed traffic flow patterns will result in revised traffic control schemes (b) that prosecution of the work by the contractor is subject to many variables which may alter the sequence or patterns of required traffic control measures.

This order in no way contemplates the assumption by the state of the contractor's obligation or liabilities. He shall, in accordance with the State of Oregon practice, be responsible for signs, barricades, lights, and other devices intending to (a) direct attention to hazards and dangerous conditions resulting from work under this contract, (b) to warn the traveling public of impending dangers and (c) to generally provide for the safety of the public and the workman.

RECEIVED
FEB 17 1966

FOR FILING
I-80N-3(41)86
6514

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

FEB 3 1966 CL-P

Project Name Big Eddy-Celilo Date February 2, 1966

Highway Columbia River Contract No. 6514

County Wasco Prefix 633-1086

Contractor Rogers Construction Co. F. A. Project No. I-80N-3(41)86

Address 11760 N.E. Glisan St., Portland, Oregon 97220 Order No. 10

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Haul and place loose riprap, at toe of slope, on intermittent areas as required.

Shooting and loading of rock to be at excavation bid price.

Location by station numbers:

"WB" 2780 to "WB" 2900 left side only.

Estimate of quantities and cost:

Equipment Rental = $3,500.00
Labor = 1,500.00

$5,000.00

An estimated 7,000 cu.yd. of material required.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This grade was constructed on a previous contract and in the meantime enough wave-action erosion has occurred to make it prudent to place additional riprap at this time. No provision was made in the plans and specifications for the hauling and placing of material on this portion of the project.

Teletype approval is requested so work can commence Feb. 7, 1966.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,936,626.77
Present estimate of project cost, including $5,000.00 for work under this order	$3,936,626.77
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Vernon E. Shull
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

RECEIVED
JAN 14 1966

I-80N-3(41)86

Form CO-121 (11-63) (Pres. by A.C. 200-10)

UNITED STATES GOVERNMENT

Memorandum

6514

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: January 12, 1966

In reply refer to: 08-35-EC

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-3(41)86
Big Eddy - Celilo Section
Union Pacific Railroad Agreement

Mr. Young's January 5, 1966 letter transmitted two copies of the subject agreement dated October 9, 1964. Our September 14, 1964 P.S. & E. memorandum indicated that the final draft of the agreement was satisfactory if the right of way costs can be supported by appraisals and if access control is obtained. Mr. Litchfield's November 23, 1964 letter to Union Pacific proposed handling control of access by a supplemental agreement and this procedure was accepted in the railroad's March 19, 1965 letter which limited a proposed Statewide access agreement to the Troutdale - The Dalles Section.

Approval of the railroad agreement is withheld pending submission of the above-noted supplemental agreement.

REFERRED TO
By Asst. State Hwy. Engr.
1-14-66

RECEIVED
JAN 13 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 27 1965
FORM E-30X—50M—1-65 SP 18102-734
FILING
I-XLN-2(4)XC
6514

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 23, 1965

SUBJECT: BigEddy - Celilo Section
Columbia River Highway
Sand Dune at Railroad M.P. 91.7

To: Mr. J. F. Putnam
Division Engineer
State Highway Department
P. O. Box 1249
Bend, Oregon

The Union Pacific Railroad Company would make the State responsible for cleaning their culverts of sand which has drifted into them from the large dune southerly of Railroad Mile Point 91.7. A copy of their letter dated November 3 on the subject is attached.

The continuing problems associated with the movement of sand from this dune have been the subject of much discussion. No acceptable long range solution has emerged. At this time it appears desirable to ask for your reappraisal of the situation, and recommendations for solution, if any. If it is a problem we must live with from day to day, firm reasons for placing responsibility for maintenance should be established.

A reply to the railroad's assertions will be withheld until your recommendations are at hand.

F. D. Morgan
Construction Engineer

By

G. L. Decker
Assistant Construction Engineer

GLD:bjm
Attachment

cc: F. B. Klaboe
T. W. Litchfield

OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

November 3, 1965

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

File: D 315 - 2 - 104

Routing

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

RECEIVED
NOV 4 1965
CONSTRUCTION
DIVISION

Attn: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Please refer to your letter of October 26 in reply to mine of September 9 concerning the plugging of railroad culverts between Railroad Mileposts 92 and 93 from drifting sand in connection with the State's reconstruction of the Big Eddy - Celilo Section of the Columbia River Highway.

Wish to advise that while the plugging may, in part, be the result of wind eroding the large sand dune located southerly of the highway at about Railroad Milepost 91.7, the State performed considerable excavation work at the easterly end of the sand dune in constructing the railroad access structure and, in addition, removed a large amount of material in excavating fall out areas for the highway easterly of the sand dune. The railroad culverts were plugged largely because of this State work and not as a result of the sand dune erosion.

Would like to point out, also, that prior to relocation of the railroad and the highway due to The Dalles Dam project, the Railroad Company controlled erosion of the sand dune with an adequate program of oiling and maintaining sand fences and there was no problem with plugging of culverts located 3,500 feet from the dune.

Inasmuch as the State accepted the location of its highway at foot of the sand dune, between the railroad

and the dune, we expect it to assume the related maintenance responsibilities. Therefore, will you please arrange to have the Railroad's culverts unplugged as requested in my letter of September 9.

Yours truly,

W. D. Jones

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

DECEMBER 21, 1965

File Ref. D 315 - 2 - 104

U. S. Certified Mail -
Return Receipts Requested (3)

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Peace
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
DEC 22 1965
CONSTRUCTION
DIVISION

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. F. D. Morgan,
Construction Engineer

Dear Sir:

Big Eddy - Celilo Section,
Columbia River Highway

In connection with the above-captioned State project, the Railroad's electric rock-slide warning fence at MP 89.33 was damaged at 10:20 AM, December 9, 1965 due to operations of ROGERS CONSTRUCTION COMPANY, Contractor for the State on a highway overcrossing being constructed at this location.

Wish to advise that a bill will be presented after the Railroad's cost for repairing the damage is determined.

Will you kindly acknowledge your receipt of this letter?

Yours very truly,

W. G. Johnson

cc: Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon

McGovern-Carroll Company
P. O. Box 2151
Spokane, Washington 99240

RECEIVED
DEC 22 1965
FOR FILING

I-N-3(41)86
6-14

December 21, 1965

Mr. O. W. Ryan
Manager of Properties
Union Pacific Railroad Company
Pittock Block
Portland, Oregon 97205

Dear Mr. Ryan:

Your File: 900-3

Reference is made to your December 15 letter relative to a $685 payment due the Union Pacific Railroad Company in connection with Project I-205-3(41)86.

Apparently this matter bogged down in communications. I find that the voucher is on its way through channels and you should be receiving payment in the very near future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Forrest Cooper
Victor D. Wolfe
T. W. Litchfield

UNION PACIFIC RAILROAD COMPANY
LAND DIVISION

O. W. RYAN
MANAGER OF PROPERTIES

H. C. HARVEY
GENERAL TAX AGENT

L. A. FISHER
GENERAL INDUSTRIAL AGENT

PITTOCK BLOCK
PORTLAND, OREGON 97205

December 15, 1965

900-3

Mr. R. L. Porter
Deputy State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Porter:

Reference is made to my letter dated July 30 covering transmittal of agreement dated October 9, 1964 covering the Big Eddy - Celilo Section, Columbia River Highway Wasco County, Project No. I-80N-3 (41) 86. This agreement is covered by our CD No. 46999-6, Property Dept. Deed No. 13217.

Section 2(a) Fifth (b) at the top of page 3 provides that the State will pay a consideration of $685. To date this consideration has not been received, and I would appreciate being advised when this consideration will be forwarded.

NOTED
R L PORTER

Very truly yours,

O. W. Ryan

RECEIVED
DEC 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 17 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 9 1966

FOR FILING
I-80N-3(41)
6:17

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 20, 1965

RAILROAD COMPANIES
FILE No. 629

SUBJECT: Pux Nos. 457, 461, 462 & 473
R/W File No. 34003
Agreement
OWRR & N. Co.; UPRR Co.
Big Eddy-Celilo Section
Columbia River Highway
(Interstate 80N)
Wasco County

To: Mr. Floyd Query, Secretary
State Highway Commission

O f f i c e

L

Attached please find fully executed duplicate original of an agreement relative to the above-titled matter. This agreement should be filed in your permanent records.

Distribution of conformed copies has been made as indicated below.

J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:ja
Encls.

cc: R. L. Porter (1)
F. B. Klaboe (1)
Ivan Merchant (1)
F. D. Morgan (2)
E. S. Hunter (1)
J. F. Putnam (2)
R. N. Chase (3)
C. H. Maison (1)
Earl F. Saling (2)
Ted Litchfield (1)

NOTED
FLOYD QUERY

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

NOVEMBER 23, 1965

File Ref. D 315 - 2 - 104

CERTIFIED MAIL -
Return Receipts Requested (3)

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. F. D. Morgan,
Construction Engineer

Dear Sir:

Big Eddy - Celilo Section,
Columbia River Highway

This is to advise that at about 10:00 AM, NOVEMBER 15, 1965 the Railroad sustained damage to its electric rock-slide warning fence in vicinity of highway overcrossing at Railroad MP 89.33 due to operations of the State's Contractor, ROGERS CONSTRUCTION COMPANY, who are constructing the overcrossing.

As soon as the Railroad's costs for repairing the damage can be ascertained, a bill will be prepared and presented.

Will you please acknowledge your receipt of this letter?

Yours very truly,

G. H. Johnson

cc: Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon

McGovern-Carroll Company
P. O. Box 2151
Spokane, Wash. 99240

Routing
Morgan
Dockor
Bond
Barbee
Walker
Glenn
Swan
E
Wills
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Gibson

RECEIVED
NOV 30 1965
CONSTRUCTION
DIVISION

Form CD-121
(11-53)
(Prss. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 29, 1965

In reply refer to: 08-35.DA-1

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-3(41)86, Big Eddy-Celilo Section
Columbia River Highway
Order for Extra Work No. 7
Dated October 1, 1965

Returned herewith, unapproved, are all copies of subject order providing for correction of falsework and concrete in Bent #6.

Work under this order was made necessary by a combination of error and failure to check. This type of field engineering error is not considered eligible for Federal participation.

Attachments

NOTED
TOM EDWARDS
Asst. State Hwy. Engr.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form E-208-514

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Big Eddy-Celilo **Date** Oct. 1 **19** 65

Highway Columbia River **Contract No.** 6514

County Wasco **Prefix** 633-1086

Contractor Rogers Construction Co. **F. A. Project No.** I-80N-3(41)86

Address 11760 N.E. Glisan St., Portland, Oregon **Order No.** 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Lower falsework and remove concrete to correct elevation.

Location by station numbers:

Oregon Trunk Jct. O'xing UPRR, Str. No. 8923. Bent No. 6 Column.

Estimate of quantities and cost:

Labor & equipment (Per AGC Rental Rates) $ 700.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

See attached sheet.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,936,626.77
Present estimate of project cost, including $ 700.00 for work under this order	$3,936,626.77
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ N. D. Krehbiel — Resident Engineer

Approval Recommended: /s/ Alfred A. Rear — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam — Division Engineer

Approved Asst. /s/ L. H. Young — ~~Deputy State Highway Engineer,~~ Assistant State Highway Engineer or Office Engineer.

State Printing

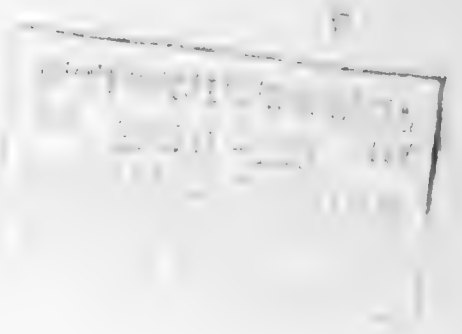
Big Eddy-Celilo Sec.
Columbia River Hwy.
Contract No. 6514

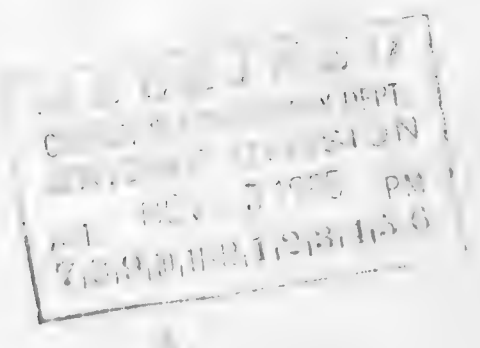
Order for Extra Work No. 7

Explanation: (Explain here the conditions which cause this work to be classed as"extra work")

Engineer Error. Elevation for top of column was established appro. five (5) ft. too high. Concrete was placed before error was found. The instrument man wrote the wrong elevation of the T. B. M. in the Construction Book. Using elevation 162.72 instedd of 167.72 the correct elevation.

Due to the grade mark being in proper relationship with the metal reinforcement in plade, A further check was not made. It was later found that the supplier had fabricated the metal reinforcement five (5) ft. too long, due to it have been fabricated for the original design footin elevation. When the design was changed to apile foundation, the footing was raised 5 plus feet.





RECEIVED
OCT 20 1965
FOR FILING

October 18, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 8, Account No. 210, covering furnishing 10 BP 42 Steel Piling on the Big Eddy-Celilo Section of the Columbia River Highway in Wasco County, Contract No. 6511 in connection with Federal-Aid Project No. I-308-3(41)86.

This State Force Order is necessary to cover cost of furnishing steel piling from stockpiled materials in Dufur Maintenance Yard which had been salvaged from other Federal-Aid projects.

This piling was driven for Bridge No. 8831 as set forth in Extra Work Order No. 5 which was approved by the BPR District Engineer on April 26, 1965. Bents 7 and 8 required steel piling to ensure obtaining design bearing load.

Two copies each of four O.S.H.D. forms A-37 (Request for Transfer of Cost Distribution) covering all transfer of this material is attached hereto.

Action on this State Force Order was deferred by the BPR District Engineer pending formal submission of this State Force Order.

Your approval of this order is requested as of October 8, 1965.

Yours very truly,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

HHR:ter

Enc.

RECEIVED
NOV 2 - 1965
FOR FILING

STATE COPY

Form 8-[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date OCT 15 1965 [illegible]
GEO P [illegible] Dist. Engineer
U.S. Bureau of Public Roads

Project Name Big Eddy-Celilo Date Oct. 1, 1965

Highway Columbia River Contract No. 6514

County Wasco Prefix 633-1086

Contractor Rogers Construction Co. F. A. Project No. I-80N-3(41)86

Address 11760 N.E. Glisan St., Portland, Oregon Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and place extra metal reinforcement in retaining wall

Location by station numbers:

Oregon trunk junction O'xing UPRR., Structure No. 8923. Retaining Wall.

Estimate of quantities and cost:

Furnish 1,523 lb. and place approx. 1,800 lb.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

See attached sheet.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$3,936,626.77	
Present estimate of project cost, including $ 350.00 for work under this order	$3,936,626.77	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ N. D. Krehbiel
Resident Engineer

Approval Recommended: /s/ J. F. Putnam
Division Engineer

Approval Recommended: /s/ Alfred A. Rear
Construction Engineer or Asst. Bridge Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, ~~Assistant State Highway Engineer~~ or Office Engineer.

State Printing 11-1-65

Big Muddy-Calilo Sec.
Columbia River Hwy.
Contract No. 6514

Order for Extra Work No. 4

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The original retaining wall was designed too low. Additional metal reinforcement in bars "a" were cold bent in the field, using metal reinforcement left over from the redesign of Bent No. 6 and Bent No. 7 Lt. Footings.

Additional metal reinforcement needed for splicing "a" bars and additional "a" bars was xx furnished and placed by the Contractor.

Both labor and material are higher than at the time the contract was awarded. This, plus the extra involved in field bending and splicing caused this to be classed as extra work.

OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
OCT - 6 1965
AM PM
1,2,3,4,5,6
1,2,3,4,5,6
E

RECEIVED
NOV 1 - 1965
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon application of project agreement. Additional funds are required.
Date JUN 1 1965 By GI-P
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Big Eddy-Celilo — Date Sept. 30, 1965
Highway Columbia River — Contract No. 6514
County Wasco — Prefix 633-1086
Contractor Rogers Construction Co. — F. A. Project No. I-80N-3(41)86
Address 11760 Glisan St., Portland, Oregon — Order No. 5-Supp. #2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Drive 10 BP 42 piling at Bt 6 and Bt 7 Lt. Ore. Trunk Jct. O'xing per OSHD Dwg. No. 19359 and 19351 w/revisions date 6/17/65. Transport piling to driving site.

Location by station numbers:

Ore. Trunk Jct. O'xing — WB 25 + 47.50 (Bt. 6)
WB 26 + 02.83 (Bt. 7 Lt.)

Estimate of quantities and cost:

Original
Equipment rental
Labor and Material - - - - -$ 11,776.00

Supplement No. 1
Equipment Rental
Labor and Material - - - -$ 14,904.00

(Cost Breakdown see attached sheet)

Supplement No. 2
Equipment Rental
Labor and Material - - - - $ 2,300.00
Total additional cost- - - 2,300.00

Original - - - - - - - $ 11,776.00
Supplemtn No. 1 - - - 14,904.00
Supplement No. 2- - - 2,300.00
Total Cost $ 28,980.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

See attached sheet

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization . . . . . $ 3,986,626.77
Present estimate of project cost, including $ 2,300.00 for work under this order $ 3,986,626.77
Expected under-run / over-run amount . . . . . $ -
Expected under-run / over-run per cent . . . . . -

Space to right of this line is for use of Salem Office

Submitted by: /s/ N. D. Krehbiel
Resident Engineer

Approval Recommended: /s/ John A. Bond
For Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ J. F. Putnam
Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer,~~ ~~Assistant State Highway Engineer~~ or Office Engineer.

State Printing

Young 10-29-65

RECEIVED
NOV 1 - 1965
FOR FILING

Form F-20—6M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon [illegible] project agreement [illegible] additional funds are required.
Date JUL 26 1965
Title Area engineer
U.S. Bureau of Public Roads

Project Name Big Eddy-Celilo — Date September 30, 1965
Highway Columbia River — Contract No. 6514
County Wasco — Prefix 633-1086
Contractor Rogers Construction Co. — F. A. Project No. I-80N-3(41)86
Address 11760 N.E. Glisan St., Portland, Oregon — Order No. 4 Supplement No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

To obtain suitable foundation it was necessary to excavate the footing at Bt. 4 Rt., Fivemile O'xing, 4 ft. below plan elevation. This required additional shoring and cribbing, plus exploratory drilling to establish the elevation at the rock line in this area.

Location by station numbers:

Five Mile O'xing WB 2598+45 (Bent 4 Rt.)

Estimate of quantities and cost:

Original		Supplement No. 1	
Equipment Rental Labor and Material	$1,500.00	Equipment Rental Labor and Material	$3,680.00
Original	1,500.00	(See Attached Cost Breakdown)	
Supplement No. 1	3,680.00	Total Additional Cost	$3,680.00
Total Cost	$5,180.00		

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

SEE ATTACHED SHEET

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$3,936,626.77	
Present estimate of project cost, including $ 3,680.00 for work under this order	$3,936,626.77	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ N. D. Krehbiel, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam, Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Young 10-29-65

RECEIVED
SEP 28 1965
FOR FILING

I-Xxx-3(41)xx

1-6 1xx

September 27, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 7, Account No. 279, covering installation of traffic signals at haul road crossing on the Big Eddy-Celilo Section of the Columbia River Highway in Wasco County, Contract No. 6514, in connection with Federal-Aid Project No. I-80N-3(41)86.

In accordance with the "Special Provisions" of the contract, the State is obligated for 57½% of the flagging costs on the project.

It was determined that the installation of the signals would reduce the requirements for flagmen from two to one per shift. The contractor furnished the poles, wiring, advance signs and agreed to assume electricity costs. The State furnished the signals, supplemental materials and installed the equipment. The installation and use costs approximate 50% State and 50% contractor. Based on an estimated cost to the State of $420 per flagman per month, the signal installation is a considerable savings to the State. The contractor was not equipped to perform this work.

The total estimated amount of the order is $657.82 with Federal participation $592.04.

This order was discussed with the BPR Area Engineer and verbally recommended for denial September 3, 1965. Your office is requested to reconsider this decision and approve the order as of September 3, 1965 under the provisions of PPM 21.6-3 on actual cost basis.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VG:mb
Enc.
cc: F. D. Morgan
R. W. Chase

RECEIVED
SEP 29 1965

FOR FILING

I-80N-3(41)86

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 3 1965 G. L. Paquette
Trans Dist. Engineer
U.S. Bureau of Public Roads

Project Name Big Eddy-Celilo — Date Aug. 30, 19 65

Highway Columbia River — Contract No. 6514

County Wasco — Prefix 633-1086

Contractor Rogers Construction Co. — F. A. Project No. I-80N-3(41)86

Address 11760 N.E. Glisan St., Portland, Ore., 97220 — Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Cleanup and dress up shoulders, ditches and fallout areas on present highway after removal of guard rail and prior to paving. Consists of removing excess and unsightly material, reshaping ditches and shoulder areas not included in plans for regrading.

Location by station numbers:

"EB" 2565 - "EB" 2611+16.96 BK. = "EB" 1325+34.90 AH.
"EB" 1325+34.90 - "EB" 1595

Estimate of quantities and cost:

Labor	$950.00
Equipment Rental	2450.00
Total	$3400.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work was not included in the contract unit bids. The present shoulder, ditch and fallout areas are cluttered and unsightly due to erosion over the years. Can best be handled by Extra Work.

Work has not commenced.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,936,626.77
Present estimate of project cost, including $3,400.00 for work under this order	$3,936,626.77
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Vernon E. Shull — Resident Engineer

Approval Recommended: /s/ John A. Bond For — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. H. Warfield — Division Engineer

Approved /s/ L. H. Young — Deputy State Highway Engineer, Assistant State Highway Engineer, or Office Engineer

State Printing

Young 9-29-65

AUG 20 1965
FOR FILING

6314

August 19, 1965

Oregon State Highway Commission

Gentlemen:

There will be presented at the August 23 Commission meeting a supplemental agreement between the Union Pacific Railroad Company, Wasco County, and the State Highway Commission relative to the relocation and improvement of the Big Eddy-Celilo Section of the Columbia River Highway in Wasco County.

This supplemental agreement will allow the Railroad to bill the State on the basis of equipment rental rates set forth in the Railroad's Disbursement Bulletin #14-13 dated July 3, 1964. These rates have been approved on a national level by the Bureau of Public Roads.

This supplemental agreement has been approved by the Bureau of Public Roads and the Wasco County Court, and we recommend that it have your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
T. W. Litchfield
C. H. Maison

TWL:bjm bg

RECEIVED
AUG 17 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 16, 1965

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Gentlemen:

RE: Signal Damage - RR M.P. 89.33
Big Eddy-Celilo Section
Columbia River Highway
Wasco County
Project No. I-80N-3(41)86
Contract No. 6514
Your File: D 315 - 2 - 104

This will acknowledge receipt of your letter dated August 4, 1965 regarding your proposal to present a bill for damage when your costs have been determined.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

NOTED
F. B. KLABOE

F. D. Morgan
Construction Engineer

TWL:fp

cc F. B. Klaboe (w/copy of UPRR letter)
L. H. Young (w/copy of UPRR letter)

RECEIVED
AUG 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

AUGUST 4, 1965

(File Ref. D 315 - 2 - 104)

CERTIFIED MAIL -
Return Receipts Requested

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. F. D. Morgan,
Construction Engineer

Dear Sir:

Big Eddy - Celilo Section,
Columbia River Highway

In connection with the construction of an overcrossing at Railroad MP 89.33 on above-captioned project, at about 3:20 PM Daylight Time, July 30, 1965, Railroad's signal facilities were damaged by the State's Contractor, ROGERS CONSTRUCTION COMPANY.

As soon as we can determine the cost of damage to the Railroad, bill will be prepared and presented.

Will you please acknowledge receipt of this letter?

Yours very truly,

W G Johnson

cc:
Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon

McGovern-Carroll Company
P. O. Box 2151
Spokane, Wash. 99240

CONSTRUCTION DIVISION
AUG 16 1965
ROUTED

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

AUGUST 4, 1965

(File Ref. D 315 - 2 - 104)

CERTIFIED MAIL -
Return Receipts Requested

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. F. D. Morgan,
Construction Engineer

Dear Sir:

Big Eddy - Celilo Section,
Columbia River Highway

In connection with the construction of an overcrossing at Railroad MP 89.33 on above-captioned project, at about 3:20 PM Daylight Time, July 30, 1965, Railroad's signal facilities were damaged by the State's Contractor, ROGERS CONSTRUCTION COMPANY.

As soon as we can determine the cost of damage to the Railroad, bill will be prepared and presented.

Will you please acknowledge receipt of this letter?

Yours very truly,

W. G. Johnson

cc:
Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon

McGovern-Carroll Company
P. O. Box 2151
Spokane, Wash. 99240

CONSTRUCTION DIVISION
AUG 16 1965
NOTED

ORDER NO. 41882

8-13-65

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-324

In the Matter of the Application of the STATE OF OREGON by and through its State Highway Commission, for authority to alter a grade crossing presently designated as 2A-95.4-C near Celilo in the Southwest Quarter of the Northeast Quarter of Section 19, Township 2 North, Range 14 East, W.M., Wasco County, Oregon.	ORDER

On June 18, 1965, the State of Oregon, by and through its State Highway Commission, applied for authority to alter a railroad-highway crossing at grade designated and located as set forth in the above title.

Applicant alleges that the Application is made under the authority of ORS 763.030; that the alteration of the crossing is necessary to the construction of an authorized and partially completed overcrossing structure which will be a part of Interstate Highway 80N and the Columbia River Highway; that the altered and relocated crossing will be abandoned to public travel after January 1, 1966; that during such time the highway will carry a vehicle traffic which will average daily, on an annual basis, a volume of 4500 vehicles; that present normal train operation requires movement of 2 trains per day over the crossing at maximum permissible train speeds of 15 miles per hour; that the altered crossing will be part of a detour which is necessary to the construction program, and that no other method of handling such vehicle traffic is found to be feasible.

Attached to the Application as a part thereof, and marked "Exhibit A", is a vicinity map showing the geographical location of the existing crossing, and a drawing which shows in detail the alterations thereto that are proposed.

Copies of the Application and the attached drawing were forwarded to the General Solicitor and the Superintendent of the Union Pacific Railroad Company and to the County Court of Wasco County.

No formal answers to Application were filed in response thereto. On July 13, 1965, Wasco County informed the Commissioner that no objections were made to the alteration of the grade crossing as proposed. On July 19, 1965, Counsel for Union Pacific Railroad Company and its lessor, Oregon-Washington Railroad & Navigation Company, advised the Commissioner that said companies had no objections to the entry of an appropriate order in accordance with the Application.

Due and careful consideration has been given to the Application and to the record herein. Conditions in the field were investigated and are substantially as alleged. No issues are raised by any railroad company or public body in interest that are within the purview of ORS 763.080. No objections have been made to the proposed alteration and there is no apparent need for a public hearing in this matter. The delays that will be occasioned and the expenses that will be incurred thereby are not justified. Good cause appearing therefore such public hearing will not be held.

Based upon the Application, the record and an investigation in the field it is found that:

Crossing No. 2A-95.4-C is a crossing at grade of the Columbia River Highway, U.S.H.R. 30, and a single track which provides a connection between the Union Pacific Railroad Company and the Oregon Trunk Railway Company. It is located approximately 6 miles easterly from The Dalles Dam entrance to the highway, and just westerly from the Oregon Trunk Railway crossing of the Columbia River. The crossing was established upon application of the Oregon State Highway Commission by Order No. 652 issued on October 4, 1920. Crossing signals were installed in 1937. Such signals were reinstalled and the crossing was reconstructed, or altered by the widening of the traffic lanes, upon issuance of Order No. 25689 in September of 1950.

The crossing is approximately 30 feet in width and protected by 2 wig-wag signals. The highway approaches to the crossing are at nearly level grade and on tangent alignment. The tangent center line of highway and railroad intersect at an angle of approximately 8° in the southeast quadrant.

The track is owned by Oregon-Washington Railroad & Navigation Company and leased to Union Pacific Railroad Company, both of which are hereinafter collectively referred to as "Railroad". It is a part of railroad's Bend Branch, over which second-class freight trains are operated. Train movements over the crossing will average approximately 2 per day at train speeds not in excess of 15 miles per hour.

In connection with the construction of an overcrossing structure designated as 2A-95.3-A which crosses this track at a point some 225 feet westerly from its present intersection with the highway, it will be necessary to emplace the footings for the pier in Bent 6 thereof. The center of this 7-foot diameter pier or column, which is on the center line of the proposed new highway, is also approximately on the center line of the existing highway. In order to provide room for the excavation for, and the construction of, the 18 x 22 foot footing, or foundation which supports this pier, it will be necessary to throw the center of the highway approximately 31 feet to the north of its present location. To accommodate this necessary change, Applicant proposes to construct a roadway some 675 feet in length which will provide two 12-foot wide lanes for travel and permit vehicle traffic to detour the construction area.

After the emplacement of this footing the detour will be realigned and the traveled portion moved in a southerly direction approximately 12 feet, thereby improving the alignment by the elimination of a 10° curve. This second detour will be used until about January 1, 1966, or until the roadway is finally abandoned and closed to public travel, at which time the crossing will be abolished.

Because of the acute angle of intersection of highway and railroad, the change first proposed will move

the center of the crossing some 215 feet to the west of its present location. During the latter phase of the operation and after the realignment of the detour, the crossing will be located at a point 127 feet westerly from its present location. During this time the crossing will be maintained at its present width and in good condition. The approaches to the crossing will be surfaced with bituminous concrete, and the crossing area will be surfaced with timber planking.

The wig-wag crossing signals which presently provide protection and a warning of the approach of a train will be maintained at such locations as will continue to provide such protection. After completion of the project they will be removed and disposed of in accordance with the provisions of Order No. 38364 previously issued.

Applicant proposes that the alteration and maintenance of the proposed crossing and the costs thereof be borne as follows:

TO BE DONE BY APPLICANT

(a) Prepare plans and specifications, award contracts for, finance and supervise the construction necessary to the alterations.

(b) Reimburse respondent railroad for all of their actual costs incurred by them in connection with said alteration.

(c) Install and/or maintain standard highway guardrails, appropriate barricades, highway traffic signals, advance warning signs and other devices necessary to safeguard the traveling public.

TO BE DONE BY RESPONDENT RAILROAD

(a) Subject to reimbursement by Applicant for actual costs incurred by them:

1. Provide watchmen, flagmen or such other

railroad protective personnel as may be required during the construction of the crossing alterations.

2. Extend the existing grade crossing for a distance of approximately 180 feet westerly. Said extension shall be plank surfaced with plank furnished by Applicant through its contractor already on the job, Rogers Construction Company.

3. Remove and re-establish an existing cattle guard at a location mutually acceptable to Applicant and Respondents.

4. Remove and relocate the existing wig-wag signal facing eastbound highway traffic at the location shown on Exhibit "A".

5. Perform such maintenance of the planked surface as may be required.

6. Upon closure of the grade crossing on or about January 1, 1966, remove the planks from the detour areas; said planks to again become the property of Applicant's contractor.

Both Applicant and Railroad have agreed to the performance of such minor necessary variations therefrom as may be required to safeguard train and vehicle operations over the crossing during the construction period.

No objections are made to the relocation of the proposed temporary grade crossing, or to the manner of its construction. Applicant's proposals for the performance of work to be done, as set forth above, are acceptable to Railroad. The proposal for the bearing of costs necessary to the alteration are found to be just and reasonable and they are approved. The crossing, when constructed and protected as set forth above will not be unduly hazardous and will be adequate for the normal and anticipated temporary rail and vehicular use thereof.

From the foregoing it is concluded that it is in

the public interest that the Application be granted and that the crossing be thereby altered. It is therefore

ORDERED that the Application of State of Oregon by and through its State Highway Commission for authority to alter Crossing No. 2A-95.4-C located in the Southwest Quarter of the Northeast Quarter of Section 19, Township 2 North, Range 14 E. of Willamette Meridian, Wasco County, Oregon, be and the same is hereby granted under the following terms and conditions:

1. The crossing shall be constructed in a good and workmanlike manner, and in accordance with modern accepted engineering practices. The alteration shall be made in conformity as to location, approach grades, elevation and angle of intersection, with the details as shown on the drawing submitted with the Application and above identified;

2. The crossing shall be surfaced even with the top of the rails for the full traveled width of the roadway with timber planking or bituminous concrete and thereafter maintained in such a manner as will make a good, safe and smoothly contoured roadway surface;

3. There shall also be maintained during the life of the crossings, at proper locations on each side thereof, and operated in such a manner as will give adequate and safe warning of the approach of a train, such railway crossing signals as are now in place and in operation at the existing crossing;

4. All work of construction and maintenance of the crossing and the installation and maintenance of the protective devices will otherwise be done and the costs thereof be borne in accordance with the findings of the Commissioner hereinabove made and approved; and it is further

ORDERED that until its abolishment, the designation 2A-95.4-C be continued as a means of identification

of the altered crossing in the Commissioner's Catalog of Railroad Crossings; and it is further

ORDERED that upon completion of the adjacent highway and the final abandonment of the crossing to public travel, the signals shall be removed by Railroad and disposed of as heretofore provided for; the crossing planks shall be removed by Railroad and restored to their rightful owners; the Commissioner shall be notified by Applicant that the highway has been vacated; the crossing shall be abolished, and the designation thereof shall be removed from the Commissioner's Catalog of Railroad Crossings.

Made, entered and effective this 13th day of August, 1965.

Public Utility Commissioner

(SEAL)

RECEIVED
AUG 16 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 13, 1965

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Track Damage - RR M.P. 89.33
Big Eddy-Celilo Section
Columbia River Highway - Wasco County
Project No. I-80N-3(41)86 - Contract No. 6514
YOUR FILE: D 315 - 2 - 104

Gentlemen:

This will acknowledge receipt of your letter dated August 11, 1965, regarding your proposal to present a bill for damage when your costs have been determined.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

TWL:bjm

cc: F. B. Klaboe (w/copy of UPRR letter)
L. H. Young (w/copy of UPRR letter)

RECEIVED
AUG 16 1965
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

AUGUST 11, 1965

Certified Mail -
Return Receipts Requested (3)

(File Ref. D 315 - 2 - 104)

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

CONSTRUCTION DIVISION
RECEIVED
AUG 12 1965

Atten: Mr. F. D. Morgan,
Construction Engineer

Dear Sir:

Big Eddy - Celilo Section,
Columbia River Highway

Due to recent operations of the State's Contractor, ROGERS CONSTRUCTION COMPANY, in cleaning up rock spilled onto the railroad at MP 89.33 under the above-captioned project, approximately 11 rails and 100 cross-ties have been damaged.

It will be necessary to replace these damaged track components in the near future and when the work is completed a bill will be prepared and presented.

Will you kindly acknowledge receipt of this letter?

Yours very truly,

W. D. Johnson

cc: Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon

McGovern-Carroll Company
P. O. Box 2151
Spokane, Wash. 99240

RECEIVED
AUG 1 [illegible] 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 31 1965
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUN 2 1965 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

I-80N-3(41)86

Project Name Big Eddy-Celilo Section
Highway Columbia River
County 65-7 Wasco
Contractor Rogers Construction Co.
Address 11760 N. E. Glisen St., Portland 20, Oregon

Date August 4, 19 65
Contract No. 6514
Prefix 633-1086
F. A. Project No. I-80N-3(41)86
Order No. 5 (supplement No. 1)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Drive 10 BP 42# piling at Bt. 4 Lt. and Bt. 5, Five Mile O'xing per OSHD Dwg No. Bi 27. Furnish 1160 lin. ft. 10 BP 42# piling at Five Mile O'xing and 1100 lin. ft. at East Celilo O'xing. Field Splice piles at Five Mile O'xing. Transport piling from Rufus to jobsite. Furnish pump used to jet piling.

Location by station numbers:

Five Mile O'xing, WB 2598+31 (Bt. 4), WB 2599+35 (Bt. 5)

East Celilo O'xing L6 116+06 to 117+15 (Bts. 1 to 4)
L6 119+44 to 120+79 (Bts. 7 & 8)

Estimate of quantities and cost:

Original		Supplement No. 1	
Equipment Rental		Equipment Rental	
Labor and Material	11,776.00	Labor and Material	14,904.00

(See attached cost breakdown)

Original	11,776.00
Supplement No. 1	14,904.00
Total Cost	$26,680.00

Total Additional Cost $14,904.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

SEE ATTACHED SHEET

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 3,936,626.77	
Present estimate of project cost, including $ 14,904.00 for work under this order	$ 3,936,626.77	
Expected under-run / over-run amount	$	
Expected under-run / over-run per cent		

Submitted by: /s/ N. D. Krehbiel
/s/ Vernon E. Shull
Resident Engineer

Approval Recommended: /s/ G. L. Deiker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam
Division Engineer

Approved /s/ L. H. Young
XX Deputy State Highway Engineer or Assistant State Highway Engineer or Office Engineer.

State Printing Young 8-30-65

RECEIVED
DEC 3 - 1965
FOR FILING

July 14, 1965

Mr. Ray Rogers
Rogers Construction Company
11760 N. E. Glisan Street
Portland 20, Oregon

Dear Ray:

I have read the exchange of letters between you and Frank Morgan, our Construction Engineer, which indicates, if nothing else, that there appears to be a difference of opinion.

In matters of this kind, it has always been my policy to discuss these differences on a personal basis, as it has always seemed to me that letter writing is a very awkward way to seek solutions and generally only adds fuel to the fire.

I would appreciate it if you would call me so that we may arrange a meeting, at which time I would request that you be prepared to discuss the items which are of the most concern to you. I cannot believe that there is anything involved that cannot be settled by a face-to-face discussion on a friendly basis, and I am prepared to meet at your convenience.

Kindest personal regards,

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe

July 7, 1965

Mr. Frank D. Morgan
Construction Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Re: Proposed Detour
Oregon Trunk Junction Overcrossing
Big Eddy-Celilo Section
Columbia River Highway-Wasco County
Project I-80N-3(41)86
Contract No. 6514 - Our No. 146

Dear Mr. Morgan:

Reference to your letter dated June 18 with regard to the above captioned subject, I should like to briefly outline its background.

On February 5, we submitted a proposal for this detour to Vernon E. Shull, Resident Engineer, who in turn submitted it to Jim Putnam, Division Engineer, for his approval. In Shull's communication to Putnam, he stated that John Conklin, Engineer-Inspector for the UPRR had indicated his approval of the plan.

The latter part of May the UPRR contacted our company and asked whether or not we still desired the detour which they had approved quite some time ago. We reiterated our desire for this detour, and on June 2, we agreed to the eight conditions personally set forth by you at our office in Celilo. These conditions were discussed with Glenn Tabor of the UPRR, and at this point, we were all in agreement.

We have requested the Fidelity and Casualty Company of New York to advise you that the bond on this contract applies to this additional undertaking.

Also, we assure you that our Superintendent, C. E. Blakley, had the authority to sign the agreement that provided that our company would bear all cost in connection with this detour. However, it is to be noted that we do not have a copy of this agreement dated May 27, 1965.

We trust our compliance with your requests will enable us to receive permission to proceed with the construction of this detour without

further unnecessary delay and cost.

Mr. Morgan, we have been doing construction work for the Oregon State Highway Department for thirty years and have never been faced with the delays and 'burial' of matters of prime importance to the Highway Commission and public safety that we have encountered this year with you.

As an illustration of this observation, I point out that recently we made a suggestion that would not only benefit the Highway Commission and the residents of Boardman, Oregon but also assured the safety of the traveling public. Our suggestion was denied consideration. We persevered and after delay and much haggling, we were finally granted permission to proceed with our plan. It was an extra cost of $7,000. to us to finance this safety and public use program. I further point out that since this incident, you have authorized additional crossings to accomplish the same purpose. In my estimation, if we had been granted the same consideration, we would not have had to bear the cost of $7,000.

As the Construction Engineer for the Oregon State Highway Department, you seem not only to expect, but demand, an explanation from the contractor for any problem encountered by him. We have always endeavored to give this to you. Are you, in turn, able to give us an answer free of bias?

I am beginning to wonder if there is disharmony between you and my company. If this is true, what can I do to help correct this? We both know that unnecessary delays create additional costs for the contractor, and this is something that should not only concern us but the State Highway Department, the taxpayer, and you, the engineer, who represents the rights and interests of all of us.

It is my wish to be as cooperative as possible so again I ask, is there anything I can do to help bring harmony to this situation? I do not believe I should stand by and bear the cost of unnecessary expense.

Very truly yours,

ROGERS CONSTRUCTION CO.

W. R. Rogers

WRR:ec

bc: Mr. Forrest Cooper
Mr. Chas. R. McInroe

RECEIVED
JUL 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM L-20 (ON 3-65) SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 12, 1965

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Complaint of W. R. Rogers of Discrimination against his Company

Attached hereto is a copy of a letter received from Rogers Construction Company claiming delay, disharmony, etc. between his company and myself.

You are fully aware of the steps leading up to our application to the Public Utilities Commission for approval of the detour asked for the Rogers Construction Company in the vicinity of Celilo on the Big Eddy-Celilo Section. Delay in this matter has not been intentional but resulted from the necessity to have the Union Pacific Railroad Company and Public Utility Commission approval of this change in construction planning.

Paragraphs 7, 8, 9, 10 and 11 refer to the efforts of Rogers Construction Company to obtain approval to construct a detour just westerly of Boardman. This detour has been constructed and is in use, contractor and State each agreeing to assume half the cost.

Construction of this detour was initially denied. However, Mr. Cooper personally approved construction on a 50-50 basis.

I do not feel that Mr. Rogers has any basis for his attack on my handling of these matters.

NOTED
F. B. KLABOE

F. D. Morgan
Construction Engineer

FDM:fp
Attach.

RECEIVED
JUL 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

W. R. ROGERS
DONALD C. ROGERS

ROGERS CONSTRUCTION CO.

General Road Contractors

11760 N. E. GLISAN STREET
PORTLAND, OREGON 97220

July 7, 1965

Mr. Frank D. Morgan
Construction Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

CONSTRUCTION ENGINEER
RECEIVED
JUL 8 1965
NOTED

Re: Proposed Detour
Oregon Trunk Junction Overcrossing
Big Eddy-Celilo Section
Columbia River Highway-Wasco County
Project I-80N-3(41)86
Contract No. 6514 - Our No. 146

Dear Mr. Morgan:

Reference to your letter dated June 18 with regard to the above captioned subject, I should like to briefly outline its background.

On February 5, we submitted a proposal for this detour to Vernon E. Shull, Resident Engineer, who in turn submitted it to Jim Putnam, Division Engineer, for his approval. In Shull's communication to Putnam, he stated that John Conklin, Engineer-Inspector for the UPRR had indicated his approval of the plan.

The latter part of May the UPRR contacted our company and asked whether or not we still desired the detour which they had approved quite some time ago. We reiterated our desire for this detour, and on June 2, we agreed to the eight conditions personally set forth by you at our office in Celilo. These conditions were discussed with Glenn Tabor of the UPRR, and at this point, we were all in agreement.

We have requested the Fidelity and Casualty Company of New York to advise you that the bond on this contract applies to this additional undertaking.

Also, we assure you that our Superintendent, C. E. Blakley, had the authority to sign the agreement that provided that our company would bear all cost in connection with this detour. However, it is to be noted that we do not have a copy of this agreement dated May 27, 1965.

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further unnecessary delay and cost.

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As an illustration of this observation, I point out that recently we made a suggestion that would not only benefit the Highway Commission and the residents of Boardman, Oregon but also assured the safety of the traveling public. Our suggestion was denied consideration. We persevered and after delay and much haggling, we were finally granted permission to proceed with our plan. It was an extra cost of $7,000. to us to finance this safety and public use program. I further point out that since this incident, you have authorized additional crossings to accomplish the same purpose. In my estimation, if we had been granted the same consideration, we would not have had to bear the cost of $7,000.

As the Construction Engineer for the Oregon State Highway Department, you seem not only to expect, but demand, an explanation from the contractor for any problem encountered by him. We have always endeavored to give this to you. Are you, in turn, able to give us an answer free of bias?

I am beginning to wonder if there is disharmony between you and my company. If this is true, what can I do to help correct this? We both know that unnecessary delays create additional costs for the contractor, and this is something that should not only concern us but the State Highway Department, the taxpayer, and you, the engineer, who represents the rights and interests of all of us.

It is my wish to be as cooperative as possible so again I ask, is there anything I can do to help bring harmony to this situation? I do not believe I should stand by and bear the cost of unnecessary expense.

Very truly yours,

ROGERS CONSTRUCTION CO.

W. R. Rogers

WRR:ec

RECEIVED
JUL 12 1965

I-80N 3(41)86
6514

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1965

SUBJECT: Projected Engineering Costs
Big Eddy-Celilo Section
Contract No. 6514

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Mr. J. F. Putnam, Division Engineer, and Mr. V. E. Shull, Resident Engineer, on subject project both believe that engineering costs will be held within project authorization. Copies of their letters are attached.

Both men have been instructed to see that all necessary steps to accomplish this shall be taken.

F. D. Morgan
Construction Engineer

FDM:bjm
Attachments
cc: J. F. Putnam
V. E. Shull

NOTED
F. B. KLABOE

RECEIVED
JUL 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 SCH 7-64 [illegible]6220-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
July 2, 1965

SUBJECT: Projected Engineering Costs
Big Eddy-Celilo Section
Contract No. 6514

To:

Mr. F. D. Mogran
Construction Engineer
State Highway Department
Salem, Oregon

Herewith, a projection of engineering costs on subject project. You will note that this is cutting pretty fine in comparing it to the authorization; however, we feel that unless something unusual occurs, that Mr. Shull will be able to keep his expenditures within the authorization.

J. F. Putnam
Division Engineer

JFP:me
Encl

FORM E-30X—50M—7-64 SP 6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon
June 29, 1965

To: Mr. Jim Putnam
Division Engineer
Bend, Oregon

SUBJECT: Projected Engineering Costs
Big Eddy-Celilo Section
Columbia River Highway
Contract No. 6514

Following is the projected engineering costs for the above project thru June 1966.

Engineering Costs thru June 1965	$111,550.00
Shull's Engineering: July 1, 1965 to July 1, 1966	119,600.00
Shull's Equip. Rental: " " " " " "	10,800.00
Krehbiel's Engineering: July 1, 1965 to Jan. 1, 1966 ..	25,500.00
Subtotal	$267,450.00
Salem Lab., Division & Misc. Bills	10,000.00
Total	$277,450.00

Total Amount of Engineering Authorized	$279,937.99
Total Anticipated Cost	277, 450.00

Vernon E. Shull

Vernon E. Shull
Resident Engineer

FORM E-30 80M 9-63 SP*6670-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 28, 1965

SUBJECT: Engineering Charges
Big Eddy-Celilo
Contract No.6514

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I LDI N G

Reply is made to your letter of June 17 regarding the seeming overrun of engineering charges on subject project. Attached hereto is a copy of a letter received from J. F. Putnam, Division Engineer, which explains to some extent the reason for the engineering funds percentage being in excess of the percent of project complete.

This report indicates that this early overrun is caused by normal construction practices but that the project as a whole will be completed within the project authorization for engineering.

I believe this answers your question.

F. D. Morgan
Construction Engineer

FDM:fp
Attach.
cc J. F. Putnam

RECEIVED
JUN 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20 80M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon

June 24, 1965

SUBJECT: Engineering Charges
Big Eddy-Celilo
Contract No. 6514

To:

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon

In regard to Mr. Klaboe's letter of June 17th concerning engineering charges on subject project. This project consists of grading of 1.61 miles of roadbed, paving of 7.03 miles, construction of 7 bridges, 9 retaining walls and necessary signing work, at an estimated cost of nearly four million dollars.

At the present time the grading work and the construction of bridges and retaining walls is being carried on. The entire area of grading is intermingled with two railroad lines and the existing Columbia River Highway. The proximity of these facilities makes it impossible to carry full width grading in many areas, and it is necessary to continually give the contractor slope stakes, grade stakes for pipes and other utilities in order to enable him to work in an e fficient manner.

Of the five bridges on the job, three had faulty footing foundation information, requiring additional work on an extra work basis and making it necessary to keep men on the site at all times checking this work. Work is also being carried on on all five bridges at the same time; therefore, I see no possible way of reducing crew size if we are to maintain adequate engineering and project record control.

At this time the bridge crew, which consists of five field men and one office man, have spent approximately $40,500, and the grading party have spent approximately $55,000. One of the big reasons why the percentage of contract completed is less than percentage of engineering funds spent is that the structures are in the sub-structure phase of the work, which requires a great deal of engineering but a small amount of reimbursement to the contractor. At the time the pre-stressed beams and structural steel are placed and deck pours made, a large increase in percentage of work completed should be seen.

It is my belief that the expenditures which have been made against this project are within keeping of good engineering practices and are necessary for record keeping, and that any decrease in personnel in crew will only reflect in problems with the contractor and maintaining of proper inspection and control.

I have asked Mr. Shull to make a projection of his engineering expenditures, which he advises me will be within the authorization. Due to shortness of time, we were unable to obtain this information at this time.

J. F. Putnam
Division Engineer

JFP:me
cc: V. E. Shull
N. D. Krehbiel

RECEIVED
JUN 21 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I - [illegible] - 3(41)86

[illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 18, 1965

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon 97220

ATTENTION: Mr. W. R. Rogers

Re: Proposed Detour
Oregon Trunk Junction Overcrossing
Big Eddy-Celilo Section
Columbia River Highway - Wasco County
Project No. I-80N-3(41)86
Contract No. 6514

Gentlemen:

You have requested permission to construct a detour of the Columbia River Highway at the Oregon Trunk Junction Overcrossing for your convenience to facilitate your operations on this project. We have agreed to allow you to proceed in this matter based upon your agreement to bear all costs, responsibilities and liabilities for the construction and operation of this detour. An application to the Public Utility Commissioner is being made for the alteration of the grade crossing of the Union Pacific Railroad junction track at this location.

Our consent to proceed with the construction of this detour, however, is withheld until we have assurance from your bonding company, Fidelity and Casualty Company of New York, that the bond on this contract applies to this additional undertaking. A copy of this letter is being sent to your bonding company. However, you as the applicant for the bond, must request any additional extension to the coverage now provided, if necessary, to cover your request. Attached you will find a print of the map we included with our PUC application.

We must also have assurance that your Superintendent, C. E. Blakley, has the authority to sign an agreement providing Rogers Construction Company will bear all costs in connection with this detour. Mr. Blakley signed such an agreement dated May 27, 1965.

We will proceed with the application to the Public Utility Commissioner but must receive the aforementioned assurances from yourself and the bonding company before we may allow you to construct this detour.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

TWL:bjm

Attachment

cc: Fidelity & Casualty Co. of New York (w/attach.)
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Floyd Query
R. L. Porter
G. E. Rohde
J. F. Putnam
V. E. Shull

JNH:ja
6-17-65

PUX 571

6-17-65

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to alter the grade crossing of the connecting track between Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, and Oregon Trunk Railway Company, said track being owned by Oregon-Washington Railroad & Navigation Company and leased by Union Pacific Railroad Company, located in the Southwest Quarter of the Northeast Quarter (SW¼NE¼) of Section 19, Township 2 North, Range 14 East, Willamette Meridian, Wasco County, Oregon.	APPLICATION No._____

The Applicant herein respectfully represents:

I

That the name and address of Applicant are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II

That this Application is made under the authority of ORS 366.205 and 763.030.

III

That for the proper service, safety and convenience of the public, Applicant is reconstructing the Big Eddy-Celilo Section of the Columbia River Highway, Primary State Highway No. 2, Interstate System Highway 80N, to Interstate System highway standards. That the Commissioner has, by Order No. 38364, approved construction of a grade separation known as Oregon Trunk Overcrossing project across the Oregon-Washington Railroad & Navigation Company main line tracks, Union Pacific Railroad Company, Lessee, and their connecting track between said Union Pacific Railroad Company and the Oregon Trunk Railway. The pier for Bent No. 6 of the overcrossing structure is located on the centerline of the existing Columbia River Highway;

construction of said pier necessitates detouring the highway traffic. Said highway crosses the aforementioned connecting track in the immediate area of the detour, which necessitates an alteration (relocation) of the point of intersection of the grade crossing. The proposed highway detour shall be constructed in two stages as required by construction respectively of the foundation and the pier for said Bent No. 6; the two stages of the detour will result in two relocations of the point of intersection between the detours and the track. Stage II will carry the traffic until about January 1, 1966, at which time it is expected that the "eastbound" alignment will have been reconstructed and all highway traffic will be moved to that alignment. The grade crossing will then be eliminated. Attached hereto is Oregon State Highway Department drawing titled "Detour, Oregon Trunk Jct. R.R. Overcrossing, Big Eddy-Celilo Section, Columbia River Highway, Wasco County, Rev. June 1965", marked Exhibit "A" and by reference made a part hereof.

Stage I of the detour, which shall not approach within 20 feet of the centerline of the eastbound Union Pacific main line track, will move said point of intersection approximately 212 feet westerly, measured along the centerline of the connecting track; the angle of intersection will change from approximately 8° in the southeast quadrant to 9° in the northeast quadrant; the maximum deviation of the centerline of Stage I will be approximately 31 feet north of the existing highway centerline. Use of Stage I is programmed for July 15, 1965, to August 1, 1965, at which time Stage II is scheduled for activation. Stage II centerline intersects the tracks approximately 128 feet west of the existing grade crossing with an angle of intersection of 5° in the southeast quadrant; centerline of Stage II will deviate a maximum of 21 feet north of the existing highway centerline; said detours will consist of two 12-foot bituminous surfaced lanes with 3-foot

gravel shoulders; the grades of the detours will conform with the existing highway; all as shown on said Exhibit "A".

IV

That because of the construction of the overcrossing structure, there is no other feasible method of handling highway traffic other than by said "at grade" detours.

V

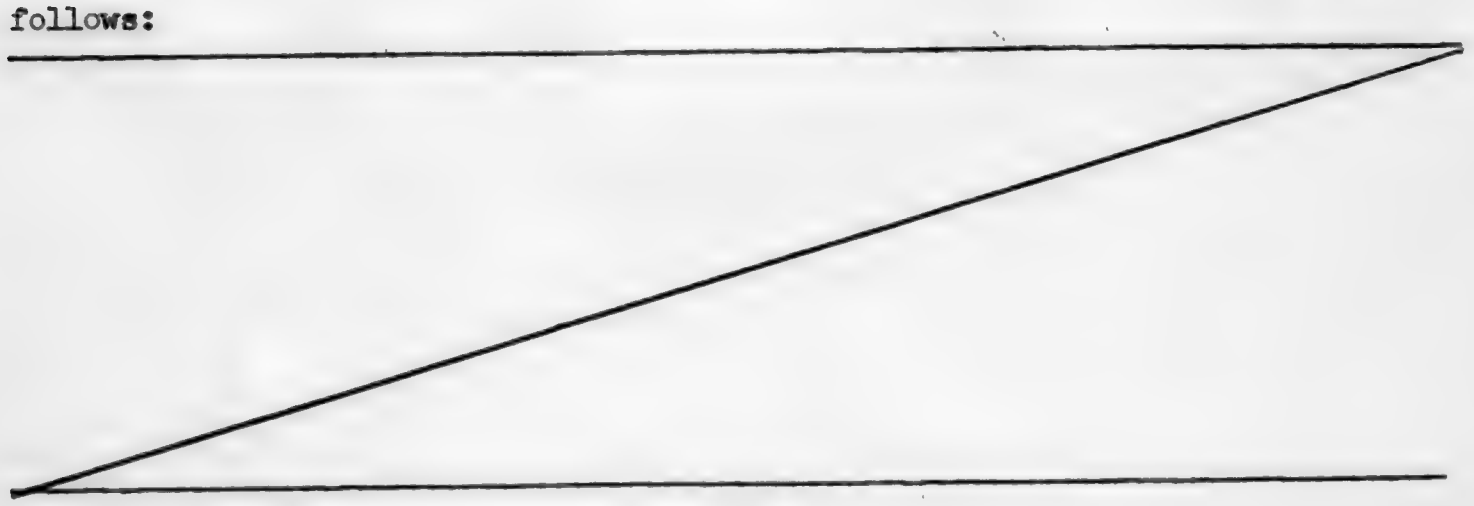
That the annual average daily traffic in 1963, at the site of the alteration of the grade crossing, was 4500 vehicles per day on the highway; there are two train movements per day at said grade crossing with a maximum speed of 15 miles per hour.

VI

That protection of the existing crossing is by a flashing light wig-wag signal not of the Commissioner's Standard design. It is proposed to move the signal facing eastbound traffic approximately 200-feet west and 18-feet north to approximately 90-feet west of the center of Bent No. 6, which position will serve both Stages I and II.

VII

That sight distances approaching the crossings as proposed are as follows:



JNH:ja
6-17-65

Stage I:

Point on Highway or Detour	Direction Along Railroad	Number of Feet
From highway 500 feet west of the crossing (Point A)	Northwest	2,000
	Southeast	75
From highway 500 feet east of the crossing (Point D)	Northwest	900
	Southeast	550
From detour 50 feet west of the crossing (Point B)	Northwest	2,000
	Southeast	1,500
From detour 50 feet east of the crossing (Point C)	Northwest	2,000
	Southeast	1,400

Stage II:

Point on Highway or Detour	Direction Along Railroad	Number of Feet
From highway 500 feet west of the crossing (Point E)	Northwest	2,100
	Southeast	25
From highway 500 feet east of the crossing (Point H)	Northwest	900
	Southeast	500
From detour 50 feet west of the crossing (Point F)	Northwest	2,100
	Southeast	400
From detour 50 feet east of the crossing (Point G)	Northwest	2,100
	Southeast	1,300

VIII

That Applicant proposes that the alterations and maintenance of the proposed crossings and the costs thereof be borne as follows:

JNH:ja
6-17-65

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications and award a contract for the crossing alterations, and supervise the construction thereof.

(b) Finance the construction of said alterations without participation therein by Respondents, utilizing Federal and State funds; said financing shall include reimbursement to Respondents for their actual costs incurred in connection with said project, using the accounting practices contained in PPM 30-3, issued by the U. S. Department of Commerce, Bureau of Public Roads, on August 15, 1955, and amendments and supplements thereto.

(c) Install standard highway guardrail along the northerly side of the detours from the point at which the detour leaves the existing highway, westerly of the overcrossing structure, to the point at which the detour rejoins the existing highway, easterly of the overcrossing. An opening for passage of trains upon the connecting track shall be left in the guardrail with minimum clearance of 8'6" from the ends of the guardrails to the centerline of the track.

(d) Install appropriate barricades, highway traffic signals, advance warning signs or other devices necessary to safeguard the travelling public.

JNH:ja
6-17-65

THINGS TO BE DONE BY RESPONDENT RAILROADS:

(a) Subject to reimbursement by Applicant for actual costs incurred:

1. Provide all watchmen, flagmen or other railroad protective personnel as may be required during construction of the crossing alterations.
2. Extend the existing grade crossing of said connecting track a distance of approximately 180-feet, westerly. Said extension shall be plank surfaced with plank furnished by Applicant through its contractor already on the job, Rogers Construction Company.
3. Remove and re-establish the existing cattle guard at a location mutually acceptable to Applicant and Respondents.
4. Remove and relocate the existing wig-wag signal facing eastbound highway traffic at the location described in paragraph VI above and as shown on Exhibit "A".
5. Perform any maintenance of the planked surface as may be required.
6. Upon closure of the grade crossing on about January 1, 1966, remove the planks from the detour areas; said planks to again become the property of Applicant's contractor.

JNH:ja
6-17-65

IX

That the proposed grade crossing alterations are located in the Southwest Quarter of the Northeast Quarter (SW¼NE¼) of Section 19, Township 2 North, Range 14 East, Willamette Meridian, Wasco County, Oregon.

WHEREFORE, Applicant prays for an order authorizing such alterations of the grade crossing and allocation of costs in accordance herewith, and for such other order as may be proper in the premises.

Dated at Salem, Oregon, this 17th day of June, 1965.

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
J. N. HERSHBERGER
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
County of Marion)

I, F. B. Klaboe, being first duly sworn, say that I am Assistant State Highway Engineer for the Oregon State Highway Commission and that the foregoing Application is true as I verily believe.

F. B. KLABOE

Subscribed and sworn to before me this 17th day of June, 1965.

J. N. HERSHBERGER
Notary Public for Oregon
My commission expires February 20, 1966

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

J. N. HERSHBERGER
Utilities & Railroad Attorney

RECEIVED
JUN 23 1965
FOR FILING

FORM E-BOX—SOME—1-65 SP*6416-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 10, 1965

To: Mr. G. E. Rohde
Chief Counsel
BUILDING

ATTENTION: Mr. J. N. Hershberger

SUBJECT: PUC Application for Alteration of Grade Crossing
Detour - Oregon Trunk Jct. Overcrossing
Big Eddy-Celilo Section
Columbia River Highway - Wasco County
Contract No. 6514

Our contractor on this project, Rogers Construction Company, proposes to construct a detour for the existing Columbia River Highway at the site of the future Oregon Trunk Junction Overcrossing west of Celilo. Bent No. 6 of the overcrossing structure will fall on the centerline of the existing highway, thus requiring a detour. The contractor has chosen this method of handling Columbia River Highway traffic.

The detour is to be constructed in two stages. Stage I will require the closest encroachment to Union Pacific Railroad main line tracks to allow for the construction of Bent No. 6. Upon completion of this Bent the detour will be shifted to the position shown as Stage II on the map entitled "Detour, Oregon Trunk Junction Railroad Overcrossing, Big Eddy-Celilo Section, Columbia River Highway, Wasco County, revised June, 1965", 12 prints of which are attached.

The existing highway crosses the junction track connecting the tracks of the Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company lessee, and the Oregon Trunk Railway Company at an angle of approximately 8 degrees in the Southeast quadrant and is located in the SW 1/4 of the NE 1/4 of Section 19, Township 2 North, Range 14 East, W.M. Stage I of the detour will move the crossing to a point approximately 212 feet west (when measured along the centerline of the tracks) from the center of the existing crossing, and will cross the tracks at an angle of approximately 9 degrees in the Northeast quadrant. The existing tangent alignment will be altered to contain reversing curvature with 5 degree curves diverging from the tangent connected with a 10 degree curve. The centerline of the detour will lie approximately 31 feet north of the existing highway centerline. It is anticipated Stage I will be constructed and operating by July 15, 1965, and will remain in service until August 1, 1965, at which time Stage II of the detour will be activated.

Stage II is similar in pattern to Stage I, except the centerline of the detour will cross the junction tracks at a point approximately 128 feet west of the existing crossing at an angle of 5 degrees in the Southeast quadrant, and the 10 degree curve used in Stage I will be replaced with a 4 degree curve. The centerline of Stage II will lie approximately 21 feet north of the existing highway centerline. It is anticipated this detour will be functioning until approximately January 1, 1966, at which time all traffic will be routed over the new eastbound alignment of the reconstructed highway. When traffic is routed in this manner the grade crossing will be abandoned.

The detour will be composed of two 12-foot bituminous paved travel lanes with 3-foot gravel shoulders. The grade of the detour will be substantially the same as now exists on the Columbia River Highway.

The 1963 ADT at this point was 4500 vehicles per day. There are two train movements per day at this crossing with the maximum speed of 15 miles-per-hour.

The existing crossing is protected with non-standard wigwag signals. It is proposed to move the signal facing eastbound traffic a distance of approximately 200 feet west and approximately 18 feet north to a position approximately 90 feet west of the center of Bent No. 6, as shown on the attached drawing. This position should be suitable for both Stage I and Stage II.

This detour is being built solely for the convenience of the State's contractor, Rogers Construction Company, to facilitate his construction of the overcrossing structure. All costs of this construction are to be borne by the contractor. The railroad will be reimbursed for their work by the State.

Sight distances approaching the grade crossing are as follows:

STAGE I:

FROM A POINT ON THE HIGHWAY 500 FEET WEST OF THE CROSSING (Point A):

Northwest	2,000'
Southeast	75'

FROM A POINT ON THE HIGHWAY 500 FEET EAST OF THE CROSSING (Point D):

Northwest	900'
Southeast	550'

FROM A POINT ON THE DETOUR 50 FEET WEST OF THE CROSSING (Point B):

Northwest	2,000'
Southeast	1,500'

FROM A POINT ON THE DETOUR 50 FEET EAST OF THE CROSSING (Point C):

Northwest	2,000'
Southeast	1,400'

STAGE II:

FROM A POINT ON THE HIGHWAY 500 FEET WEST OF THE CROSSING (Point E):

Northwest	2,100'
Southeast	25'

FROM A POINT ON THE HIGHWAY 500 FEET EAST OF THE CROSSING (Point H):

Northwest	900'
Southeast	500'

FROM A POINT ON THE DETOUR 50 FEET WEST OF THE CROSSING: (Point F)

Northwest	2,100'
Southeast	400'

FROM A POINT ON THE DETOUR 50 FEET EAST OF THE CROSSING (Point G):

Northwest	2,100'
Southeast	1,300'

In the construction of this detour the cost of the work will be allocated

in the following manner:

1. THINGS TO BE DONE BY THE RAILROAD SUBJECT TO REIMBURSEMENT BY THE STATE:

   (a) Extend the existing grade crossing of the junction track a distance of approximately 180 feet. The crossing timbers required for this extension will be furnished by State's contractor.

   (b) Remove and restore the existing cattleguard at a location mutually acceptable to the State and railroad.

   (c) Remove and restore the existing wigwag signal facing eastbound traffic, as shown on the attached drawing.

   (d) Provide all watchmen, flagmen or other railroad protective personnel as required during the construction of this detour.

2. THINGS TO BE DONE BY THE STATE AT ITS OWN COST AND EXPENSE:

   (a) Construct the detour in such a manner that the edge of the travelled surface encroach no closer than 20 feet from the centerline of the eastbound main track of the Union Pacific Railroad.

   (b) Install standard highway guardrail on the north side of the detour from a point at which the detour leaves the existing highway west of the overcrossing structure to the point at which the detour joins the existing highway east of the overcrossing. An opening will be left in the guardrail to allow for passage of trains on the junction track with a minimum clearance of 8' 6" from the ends of the guardrail to the centerline of the track.

   (c) Install appropriate barricades, traffic signals, advance warning signs and other devices necessary to insure safety to the travelling public.

   (d) Reimburse the railroad for all their cost incurred in connection with the construction and use of this detour.

Please prepare a Petition to the Public Utility Commissioner for a hearing on this detour. In order to cause minimum delay to all parties connected with this contract, we request this order be expedited so that the dates mentioned herein may be met.

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
R. L. PORTER

TWL:bjm
Attachments

cc: R. L. Porter
J. F. Putnam
V. E. Shull

RECEIVED
JUN 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 8-11

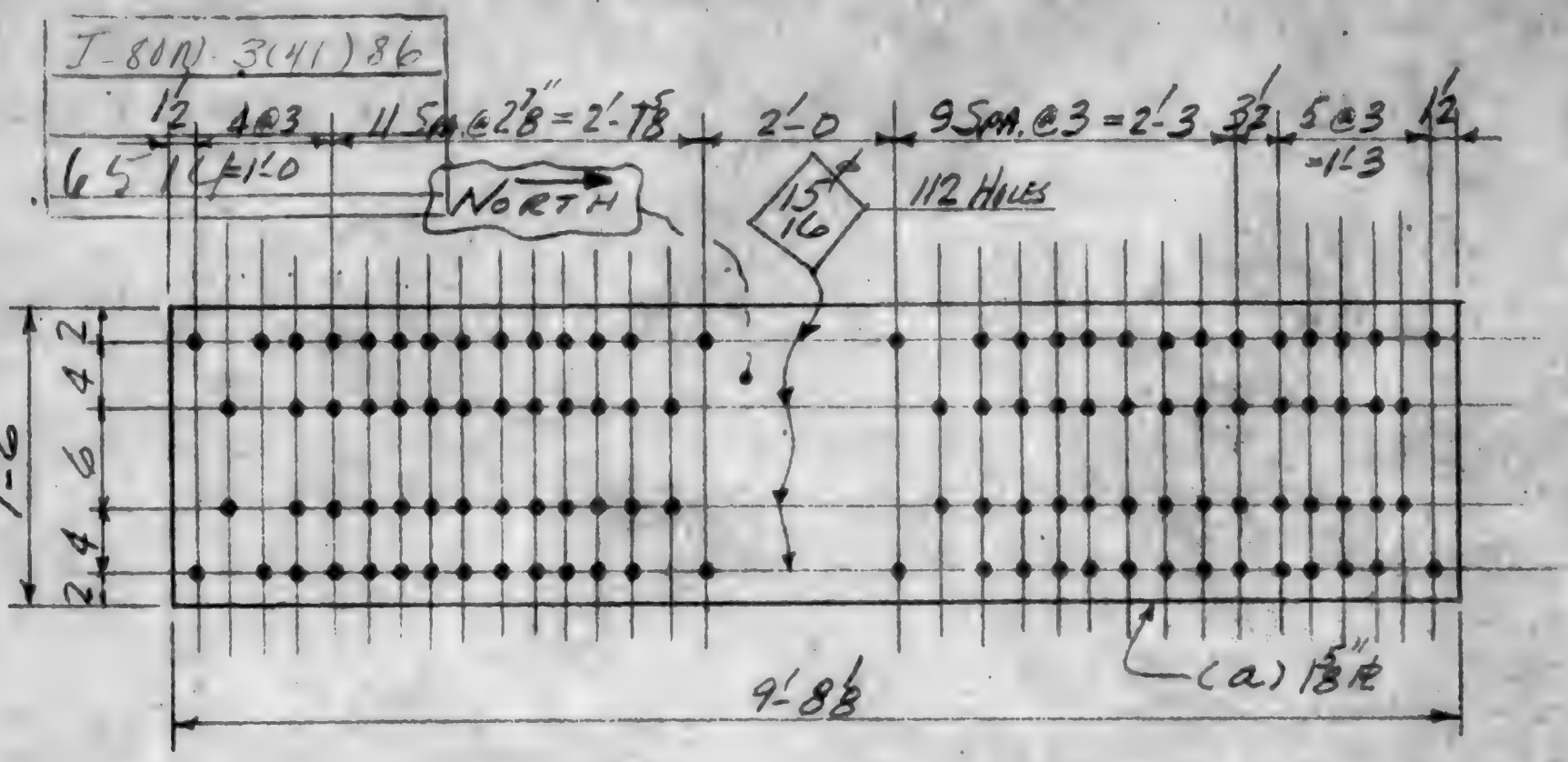
RECEIVED
JUN 6 - 1965
FOR FILING

SKETCH AND BILL OF MATERIAL SHEET

#725 A

JUN 9 1965

USE AS B.F.P.



MAKE 4 ~ SPLICE #'S ~ MARK SK 11A

BRIDGE #8923, BENT 5

NOTED
F. B. KLABOE

SHOP BILL

LINE	MARK	NO. PCS.	SECTION	LENGTH FT.	LENGTH IN.	REMARKS OR WT. PER FT.	WEIGHT	ITEM
1	SK11A	4	SPLICE #'S					
2	a	4	℄ 18 × 1⅝	9	8⅝	A36		1P
3								
4								
5								
6								
7								
8								

APPROVED
SUBJECT TO THE PROVISIONS OF SECTION 3 OF THE STD. SPECIFICATIONS FOR HIGHWAY CONSTRUCTION
OREGON STATE HIGHWAY COMMISSION
DATE 6/23/65
TRAFFIC ENGINEER

SHIPMENTS

NO. REQD.	MARK	CALCULATED WEIGHT ONE PIECE	CALCULATED WEIGHT TOTAL
4	SK11A	1964	3856
	TOTAL		3856

PAINT NO PAINT

PROMISED W/STEEL

ROUTING

F. O. B.

DATE 6-4-65

SHIP TO ROGERS CONSTRUCTION @ JOBSITE

SOLD TO

SHEET No. SK- 11 MADE BY GCC/MRP

WORK ORDER
No. VV-1829B
ALWAYS REFER TO THIS NUMBER

RECEIVED
MAY 28 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 28, 1965

NOTED
R. L. PORTER

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Proposed Detour
Oregon Trunk Junction Overcrossing
Big Eddy-Celilo Section
Columbia River Highway - Wasco County
Project No. I-80N-3(41)86
Contract No. 6514
YOUR FILE: D 315 - 2 - 104

Gentlemen:

Our contractor on this project, Rogers Construction Company, desires to construct a detour for the existing Columbia River Highway at the site of the proposed Oregon Trunk Junction Overcrossing west of Celilo. You have been supplied with a sketch map on which was shown the general plan of this proposed detour. A more detailed plan will be sent to you in the near future.

This detour is to be constructed in two stages. Stage 1 will require the closest encroachment to your main line tracks to allow for the construction of Bent No. 6. Upon completion of this Bent the detour will be shifted to a position approximately 30 feet from your tracks, shown as Stage 2 on the sketch.

In order to construct this detour it will be necessary for you to make certain adjustments of your facilities on and near your junction track to the Oregon Trunk Railway. We, therefore, request the permission to construct this detour in accordance with the sketch and will agree to the following terms:

1. State will construct the detour in such a manner that the edge of the travelled surface of the detour will encroach no closer than 20 feet from the centerline of your eastbound main track.

2. State will install standard highway guardrail on the north side of the detour from the point at which the detour leaves the existing highway west of the overcrossing structure to the point at which the detour joins the existing highway east of the overcrossing. An opening will be left in the guardrail to allow for passage of trains on the junction track with a minimum clearance of 8' 6" from the ends of the guardrail to centerline of track.

3. The railroad will extend the existing grade crossing of the junction track a distance of approximately 200 lineal feet to accommodate this detour. The crossing timbers required for this extension will be furnished by the State.

4. Railroad will remove and restore the existing cattle guard at a location mutually acceptable to the State and the railroad.

5. Railroad will remove and restore the existing flashing light signal facing eastbound traffic at a location satisfactory with the Public Utility Commission.

6. State will install appropriate barricades, traffic signals, advance warning signs and other devices necessary to assure safety to the travelling public.

7. Railroad will provide all watchmen, flagmen or other railroad protective personnel as required during the construction and use of this detour.

8. All expense incurred by the railroad in connection with the construction and use of this detour will be reimbursed by the State.

As mentioned earlier, a detailed plan of this detour will be sent to you soon on which will be shown all details of construction including the location approved by the P.U.C. for the flashing light signal.

From telephone discussions with representatives of your office we understand your portion of this work can be completed before July 1, 1965. We will appreciate your coordinating your work with that of the contractor so use of this detour will not be delayed.

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: A. W. Parsons
R. L. Porter
F. B. Klaboe
L. H. Young
C. H. Maison
J. F. Putnam
V. E. Shull

RECEIVED
JUN 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date APR 26 1965 By [signature]
Asst. State Highway Engineer
U.S. Bureau of Public Roads

I-80N-3(41)86
46-14

Project Name: Big Eddy-Celilo Section — Date: May 18, 1965
Highway: Columbia River — Contract No.: 6514
County: Wasco — Prefix: 633-1086
Contractor: Rogers Construction Co. — F. A. Project No.: I-80N-3(41)86
Address: 11760 NE Glisan St., Portland 20, Oregon — Order No.: 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Drive 10 BP 42 piling at bents 1, 2 and 3 as per new OSHD Drawing No. 19580 dated 4/26/65 and at bents 4, 7 and 8 as per revised Drawings Nos. 19581, 19583 and 19584. Field splicing of piling if necessary. Yard splicing of piling to order length at Rufus and transporting piling from Rufus to job site.

Location by station numbers:

East Celilo Overcrossing of UPRR.
L6 116+06 to 117+15 (Bents 1 to 4)
L6 119+44 to 120+79 (Bents 7 & 8)

Estimate of quantities and cost:

Equipment Rental, Labor and Material ——— $11,776.00

(See back of sheet for breakdown of cost)

NOTED F. B. KLAGE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") At bents 7 and 8 the material encountered at plan elevation was inadequate for the design bearing load, and due to the close proximity of UPRR tracks the cost of structural excavation below elevations shown would have been excessive. At bents 1 through 4 the fill will be constructed from blow sand rather than gravels as was anticipated. Because of the variable depth of the fill and the type of fill material that will be used, unequal settlement was highly probable. Prior approval was obtained from the BPR on 4/26/65. This work has begun.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,936,626.77
Present estimate of project cost, including $ 11,776.00 for work under this order	$3,936,626.77
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line for use of the Salem Office

Submitted by: /s/ N. D. Krehbiel — Resident Engineer

Approval Recommended: /s/ J. F. Putnam — Division Engineer

Approval Recommended: /s/ John A. Boyd for Constr. Engineer
/s/ Ivan D. Merchant — Construction Engineer or Bridge Engineer

Approved: /s/ L. H. Young — Deputy State Highway Engineer

State Printing — Office

/s/ L. H. Young 6-21-65

Est. Costs for Extra Work Order

Bent	No. of Piles	Length of Pile	Driving Cost per Pile	Total
1	4	65 ft.	$100.00	$ 400.00
2	6	65 ft.	100.00	600.00
3	12	65 ft.	100.00	1,200.00
4-lt.	16	40 ft.	90.00	1,440.00
4-rt.	16	45 ft.	90.00	1,440.00
7	25	30 ft.	80.00	2,000.00
8-rt.	12	30 ft.	80.00	960.00
			Total	$8,040.00

Total Driving Cost	$ 8,040.00
90 Yard Splices at $12.50	1,125.00
Hauling Piling Rufus to job site	475.00
10 Field Splices at $60.00	600.00
Total	$10,240.00
Plus 15%	1,536.00
Grand Total	$11,776.00

RECEIVED
JUN 11 1965
OREGON DIVISION

JUN 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM A 88

RECEIVED
APR 30 1965
ENGINEERING
I-80N-3 141/110

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
April 26, 1965

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

RE: Celilo Park Grade Crossing
UPRR M.P. 96.58
Big Eddy-Celilo Section
Columbia River Highway - Wasco County
Project No. I-80N-3(41)86
Contract No. 6514
YOUR FILE: D 315 - 2 - 104

Gentlemen:

Our contractor on this project, Rogers Construction Company, desires to use the above-captioned grade crossing as a haul road beginning May 3, 1965. It is our understanding the crossing gates will not be installed for several months and, therefore, we are requesting this crossing be opened as a haul road for our contractor's use and will agree to the following terms:

(1) The crossing will be constructed to the alignment and grade as shown for the "R" Line on Sheets 11A and 12 of the construction plans.

(2) The crossing will be constructed to a width of 20 feet and will be restricted to one-way traffic.

(3) Vehicles using the haul road will not cross over the railroad tracks at a speed greater than 10 miles-per-hour.

(4) The State or its contractor will furnish crossing timbers which will be installed, maintained and removed by the railroad at State's expense.

(5) The State or its contractor will install gates on each side of the railroad right of way to be locked with railroad locks.

(6) When crossing is in use a railroad watchman will be stationed at the crossing and when not in use or protected by a railroad watchman the crossing will be gated and locked.

NOTED
F.B.K.

(7) All expenses incurred by the railroad and in connection with the construction and use of the haul road will be reimbursed by the State.

Railroad protective insurance has been obtained by the contractor and was approved by your letter of November 18, 1964. Inasmuch as time is of the essence, we will appreciate your expedited handling of this matter.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: A. W. Parsons
F. B. Klaboe
L. H. Young
C. H. Maison
J. F. Putnam
V. E. Shull

NOTE: On April 23, 1965 the contractor, Rogers Construction Company, agreed that all expenses incurred by the railroad in connection with this haul road crossing will be billed to the State and are to be included in the $18,000 the State is to pay for railroad protective services and devices, as set forth on page 215 of the Special Provisions of this contract. This has been discussed with Gordon Brooks and Willis Grafe of the Bureau of Public Roads, and their approval was received on April 26, 1965.

T. W. Litchfield

RECEIVED
APR 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

TDL CON 169 4-23-65 9:35

VERN SHULL

RE: CELILO PARK GRADE CROSSING UPRR MP 96,5/// 96.59 CONTRACT NO 6514.

LISTED BELOW ARE THE CONDITIONS UNDER WHICH THE CONTRACTOR MUST OPERATE ON THIS HAUL ROAD CROSSING. PLEASE OBTAIN THE CONTRACTOR'S WRITTEN ACCEPTANCE AND ADVISE WHEN THIS HAS BEEN RECEIVED.

(1) THE CROSSING WILL BE CONSTRUCTED TO THE ALIGNMAXX ALIGNMENT AND GRADE AS SHOWN FOR THE "R" LINE ON SHEETS 11A AND 12 OF THE CONSTRUCTION PLANS.

(2) THE CROSSING WILL BE CONSTRUCTED TO A WIDTH OF 20 FEET AND WILL BE RESTRICTED TO ONE-WAY TRAFFIC.

(3) VEHICLES USING THE HAUL ROAD WILL NOT COXX CROSS OVER THE RAILROAD TRACKS AT A SPEED GREATER THAN 10 MILES- PER-HOUR.

(4) THE CONSXX CONTRACTOR WILL FURNISH CROSSING TIMBERS WHICH WILL BE INSTALLED, MAINTAINED AND REMOVED BY THE RAILROAD.

(5) THE CONTRACTOR WILL INSTALL GATES ON EACH SIDE OF THE RAILROAD RIGHT OF WAY TO BE LOCKED WITH RAILROAD LOCKS.

(6) WHEN CROSSING IS IN USE A RAILROAD WTXXXXXXXW WATCHMAN WILL BE STATIONED AT THE CROSSING AND WHEN NOT IN USE OR PROTECTED BY A RAILROAD WATCHMAN THE CROSSING WILL BE GATED AND LOCKED.

(7) ALL EXPENSES INCURRED BY THE RAILROAD IN CONNECTION WITH THIS HAUL ROAD CROSSING WILL BE BILLED TO THE STATE AND ARE TO BE INCLUDED IN THE $18,000 THE STATE IS TO PAY FOR RAILROAD PROTECTIVE SERCIXX SERVICES AND DEVICES, AS SET FORTH IXX ON PAGE 215 OF THE SPECIAL PROVISIONS OF THIS CONTRACT.

I HAVE READ AND HERBY AGREE TO THE ABOVE-STANXXX STATED CONDITIONS:

ROGERS CONSTRUCTION COMPANY

BY: O E Blakley

TITLE: Supt

T W LITCHFIELD
RWS-.

CONSTRUCTION DIVISION
RECEIVED
APR 26 1965
NOTED-- C. ACE ACE COE

RECEIVED
APR 20 1965
FOR FIL...

April 16, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering a portion of the cost of additional footing excavations on the Big Eddy-Celilo Section of the Columbia River Highway in Wasco County, Contract No. 6514 in connection with Federal-Aid Project No. I-80N-3(41)86.

This work order is to cover the cost of shoring and cribbing required in extending footing excavations below plan elevations. The standard specifications of May, 1954 provide for payment as extra work.

The work was tentatively approved by the BPR Division Engineer April 9, 1965. Verbal recommendation for approval as an emergency condition was given by the BPR Area Engineer February 16, 1965.

Your approval as of the earlier date, February 16, 1965, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

WO:or

Enc.

cc: F. D. Norman
R. H. Chase

FORM E-123X 8CM 9-64

RECEIVED
APR 8 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID E. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 6, 1965

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Retention of Retaining Wall "C"
Station 64+50 to Station 75+80
Big Eddy-Celilo Section
Columbia River Highway
Wasco County
Project No. I-80N-3(41)86
Contract No. 6514
YOUR FILE: D 315 - 2 - 104

Gentlemen:

We have received your letter dated March 22, 1965 in which you approve the elimination of the proposed retaining wall between Highway Stations 74+25 and 75+80, provided the State will agree to construct the retaining wall if the railroad desires to widen its roadbed section in the future.

This is to advise that the State is not willing to proceed under those terms and, therefore, will build the wall as planned.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: A. W. Parsons (w/copy of UPRR letter)
R. L. Porter " "
Tom Edwards " "
L. H. Young " "
I. D. Merchant (2) " "
J. F. Putnam " "
V. E. Shull " "
N. D. Krehbiel " "

RECEIVED
APR 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

MARCH 22, 1965

(File Ref. D 315 - 2 - 104)

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

CONSTRUCTION DIVISION
MAR 29 1965

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Big Eddy - Celilo Section
Columbia River Highway
Wasco County - Project I-80N-3(41)86
State Contract No. 6514

Reference is made to your letter of February 16 and letter of February 19 of the State's Resident Bridge Engineer, Mr. N. D. Krehbiel, requesting elimination of a portion of Retaining Wall "C" between Highway Stas. 74+15 and 75+80 on the above-captioned project covered by agreement of October 9, 1964.

After reviewing the State's request, the Railroad is willing to approve eliminating 155 feet of the retaining wall between Highway Stas. 74+25 and 75+80, with the understanding that the State will sign a supplemental agreement providing for construction of highway retaining walls as needed in this vicinity to hold highway slopes in event the Railroad desires to widen its roadbed section 22 feet in accordance with Union Pacific Railroad Company C.S. 5, copy attached.

As a matter of information, it is very unlikely that the Railroad Co. will perform the widening in the near future. However, the possibility does exist and therefore it is desirable to modify the present agreement to provide for the construction of necessary retaining walls at State's expense.

If the State is willing to sign a supplemental agreement to this effect, will you kindly advise?

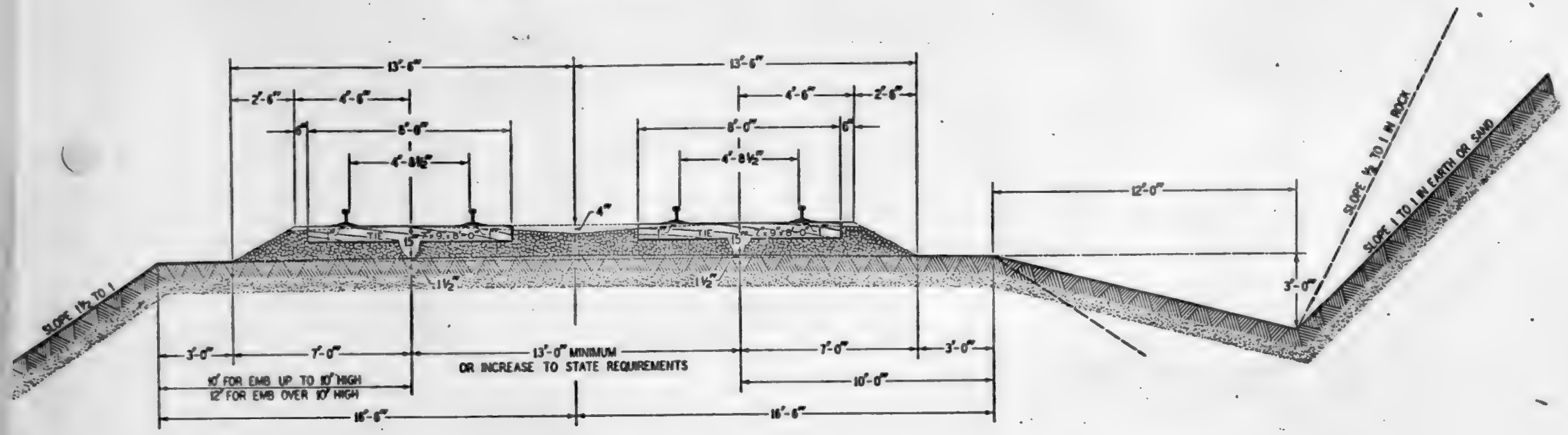
Yours very truly,

W. D. Johnson

C. S.
5

BALLAST

4851 CUBIC YARDS PER MILE
BASED ON 13'-0" TRACK CENTERS



EMBANKMENT

EXCAVATION

NOTE:
QUANTITY OF BALLAST REQUIRED PER MILE IS THEORETICAL, PLUS A 2% ALLOWANCE FOR LOSS, DEPRESSIONS IN ROADBED, ETC.

UNION PACIFIC RAILROAD
COMMON STANDARD

DOUBLE TRACK ROADBED WITH SIDE ROAD FOR FIRST-CLASS MAIN LINES

NO SCALE

ADOPTED JAN. 21, 1927
REVISED DEC. 12, 1957

RECEIVED
APR 21 1965
FOR FILING

Form E-24-[illegible]

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date FEB 16 1965 By _____
Title Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Big Eddy-Celilo
Highway Columbia River
County Wasco
Contractor Rogers Construction Co.
Address 11760 NE Glisan St., Portland, Oregon 97220

Date March 31, 1965
Contract No. 6514
Prefix 633-1086
F. A. Project No. I-80N-3(41)86
Order No. a 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

To obtain suitable foundation it was necessary to excavate footings to the following depths below plan elevation. This required additional shoring & cribbing:

Bridge No. 8933 - Bent 4 Rt. Footing 5.00 ft.
Bridge No. 8831 - Bent 6 Lt. Footing 5.16 ft.

1. Max. equipment rental rates allowable as per AGC agreement.
2. Percentage allowed contractor is in accordance with executed contract for the job.

Location by station numbers:

Sta. "LWB" 44+56 Bent 4 West Celilo O'xing Bridge No. 8933.
Const. 118+09 Bent 6 East Celilo O'xing Bridge No. 8831.

Estimate of quantities and cost:

All labor, equipment rental and materials:

Bridge No. 8933, Bent 4 Rt.	$1,200.00
Bridge No. 8831, Bent 6 Lt.	300.00
Total	$1,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

See Art. 2.1.12 of Standard Bridge Specifications.
Work is completed.
Verbal prior approval was obtained from Jim Putnam, Willis Grafe and E. G. Ricketts.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,936,626.77
Present estimate of project cost, including $1,500.00 for work under this order	$3,936,626.77
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Vernon E. Shull
Resident Engineer

Approval Recommended: /s/ D. J. Barbee
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam
Division Engineer

Approved /s/ L. H. Young
Office ~~Deputy State Highway Engineer or~~ Assistant State Highway Engineer

State Printing

STATE COPY

Jeg

Form SR-33A (Rev. 5-60)

OSHD(V. Klaboe)
OSHD(Bridge)
Region
Washington

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APR 1

FOR FILING

INTERMEDIATE CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

Region No.	Report No.	County	State
8	4	Wasco	Oregon

Date of inspection	Inspection made by	Project No.
3-19-65	W. B. Grafe, Area Engr	I-80N-3(41)86

In company with
Vernon Shull, Res Engr and Curt Duvall, Asst Res Br Engr, OSHD

Quality of work	Progress of work	Time elapsed	Work completed	Est. compl. end of month
Satisfactory	Satisfactory	08 %	25 %	30 %

Remarks: (1) Completed work; (2) Work in progress; (3) Comments and recommendations

BIG EDDY - CELILO SECTION
COLUMBIA RIVER HIGHWAY
Grading, Paving, Structures, and Signing

(1) Clearing 65% Complete
Drainage 14%
Grading 03%
Structures
West Celilo O'xing
Deck poured between Bents 5 and 6
Columns poured on Bents 3 and 4
One column and one footing poured on Bents 2 and 7
No work on Bents 1 and 8
East Celilo
Footings in on Bent 6 and right side of Bent 5
Oregon Trunk RR Crossing
Columns poured on Bents 7 and 8
Celilo Interchange
Substructure complete; first half deck pour in progress

(2) Shovel (2 1/2 CY) excavating, Sta 32, right of the LE line, with 2 trucks placing between Stas 27 and 29. D8 tractor with dozer placing.

Treedrill and three men drilling, Sta 770 to Sta 775 (RR stationing).

Five men and truck crane placing forms on right side, Bent 5, West Celilo structure. Steel workers tying column steel.

Ten men and a crane pouring south side deck, Celilo Interchange structure.

Use of two span continuous design on spans 1 and 2, and 3 span continuous design on spans 3, 4 and 5 with footings placed on fill up to 40' in height on saturated sand and gravel foundations, is of increasing concern. Suggestion has been made to the State

Told Cooke to, for Co. corrective action 4/15/65

(more)

NOTED
TOM EDWARDS

EDITION OF 1-59 MAY BE USED

that as a minimum requirement, some provision should be made for jacking to compensate for possible foundation subsidence. It is felt that a modification of foundation design could be considered here due to all of the conditions present. We know of no action to date to consider any modification, although placement of footings on the natural ground has been completed and some decision should be made without delay.

(3) Pours have been underway almost daily for the last half of this week and excellent progress is being made on the structures.

Record cylinders were taken from the pour underway on the south side deck of the Celilo Interchange structure and will be reported.

Slump and air tests were also observed during the time of the inspection and found to be satisfactory.

The State is maintaining three inspectors on the structures during the pours, as well as one on the grading operation, to assure satisfactory compaction and placement. Compaction testing is not possible because of the granular nature of the material. Good methods are being used in placement of these fills.

Substantial amounts of underground water have been showing up throughout the project, and it is anticipated that added underdrainage installation may be necessary before work completion.

Deck thickness of the East Celilo Interchange was measured to be 7 inches, in exact conformity to the plans.

Total equipment at the time on the project is 2 cranes, 2 front end loaders, 1 boom truck, 1 D8 tractor w/dozer, 2 compressors w/Trecdrills, one 2 1/2 CY shovel, 3 end dump trucks, and 1 concrete finishing machine, along with incidental trucks, pickups, and other small equipment.

The contractor is maintaining good control over his payrolls and is submitting them on a current basis.

At this time it is not anticipated that crushing will begin before late summer or early fall, since the contractor has arranged for other work and he may use this as a winter job for 1965 - 1966, rather than attempt earlier completion.

RECEIVED
MAR 10 1965
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
March 1, 1965

To:

SUBJECT: Big Eddy-Celilo Section
Contract No. 6514
Detour

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon

Herewith, a copy of a Memo to the Files as prepared by Resident Engineer Shull, concerning the proposed detour by the contractor on subject project. Mr. Shull points out that he has advised the contractor that the detour will be entirely at his expense and subject to the approval of the Department.

The only statement with which I disagree is the favor of the detour, as it undoubtedly will be in effect for a period of time and will create a hazard to the travelling public.

J. F. Putnam
Division Engineer

JFP:me
Encl.

NOTED
LLOYD P. SHAW
CONSTRUCTION DIVISION
MAR 2 1965

Copy to Shaw

RECEIVED
MAR 10 1965
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
March 1, 1965

To:

SUBJECT: Big Eddy-Celilo Section
Contract No. 6514
Detour

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon

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J. F. Putnam
Division Engineer

JFP:me
Encl.

NOTED
LLOYD P. SHAW

CONSTRUCTION DIVISION
MAR 2 1965

Copy to Shaw

FORM E-80X—80M—12-63 54877

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon
Feb. 26, 1965

DIVISION ENGINEER

SUBJECT: Detour
Bt. 6, O.T. Jct. O-Xing
Big Eddy-Celilo Section
Columbia River Highway
633-1086 Contract No. 6514
Project. I-80N-3(41)86

To: Memo to File

At the request of Mr. Charles McInroe, Gen. Supt. for our Contractor (Rogers Construction Company), I made a field location of a possible detour around the proposed Bent No. 6, Oregon Trunk Junction Overcrossing of the Union Pacific Railroad. No detour, at this location was shown on the plans and I assumed the intention was to have traffic using the Eastbound lanes, on this project, prior to construction of this Bent No 6. However Mr. McInroe requested permission to construct a detour in order to proceed with the bridge construction without the delay of waiting until such time as the Eastbound lanes were constructed and opened to traffic.

I submitted aplan of the proposed detour, to the Division Engineer, on Feb. 5, 1965. On Feb. 17, 1965 I received verbal instructions from the Division Engineer that although none of the State Highway authorities approved of the plan they would not prohibit its use if Rogers const. Co. could get approval from the Union Pacific Railroad authorities and with further instructions that all expenses would be at the Contractors expense.

Mr. McInroe contacted the UPRR authorities and as of this date has not received approval however I expect they will.

The expenses involved in this proposed detour, as discussed with Mr. McInroe, includes but is not limited to the following items. Planking of approximately 200 lin. ft. of single track railroad, installation of approximatlely 400 lin. ft. of guardrail, installation of approximately 275 lin. ft. of Type II Barricade, installation of blinking lights, flagmen as required by UPRR and O.S.H.D., shoring & cribbing as required in order to handle traffic, possible moving of railroad signals and roadbed construction & Maintenance.

Of the above I agreed to make the necessary guardrail and Type II Barricade materials available for use.

Due to the traffic handling situation, on this entire project, I am in favor of this proposed detour.

NOTED - G. W. [illegible]

Vernon E. Shull
Vernon E. Shull
Resident Engineer

NOTED
J. F. PUTNAM

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

FEBRUARY 16, 1965

File Ref. D 315 - 2 - 104

CERTIFIED MAIL -
Return Receipts Requested

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. F. D. Morgan,
Construction Engineer

Dear Sir:

Big Eddy - Celilo Section,
Columbia River Highway

Wish to advise that damage to the Railroad's signal and communication facilities occurred as a result of blasting by ROGERS CONSTRUCTION COMPANY at about 3:30 PM, FEBRUARY 12, 1965 in vicinity of Railroad Mile Post 95.6 in connection with the above-captioned project.

As soon as costs to the Railroad have been determined, a bill will be presented accordingly.

Will you kindly acknowledge your receipt of this letter?

Yours very truly,

W. G. Johnson

cc:
Rogers Construction Company
11750 N. E. Glisan Street
Portland, Oregon

McGovern-Carroll Company
P. O. Box 2151
Spokane, Wash. 99240

CONSTRUCTION DIVISION
RECEIVED
FEB 18 1965

REFERRED TO
Litchfield
By Ass't. Construction Engineer

NOTED
LLOYD P. ...

FORM E-123X 50M 9-64

RECEIVED
COMMISSIONERS
OCT 13 1965

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 16, 1965

NOTED
R. L PORTER

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Revision of Retaining Wall "C"
Station 64+50 to Station 75+80
Big Eddy-Celilo Section
Columbia River Highway
Wasco County
Project No. I-80N-3(41)86
Contract No. 6514
YOUR FILE: D 315 - 2 - 104

Gentlemen:

Drawings No. 19519 and 19520 of the construction plans for this project show a retaining wall to be constructed between the proposed highway and your tracks from highway Station 64+50 to Station 75+80.

After staking this project in the field we found the situation to exist between Stations 74+15 and 75+80 as shown on the enclosed cross-sections.

You can see this is similar to the problem which existed with our retaining walls between Stations 60+75 and 63+50. In our letter of November 16, 1964 we requested your concurrence in our eliminating these walls and you approved of this proposal in your letter of December 9, 1964.

We propose to shorten the length of the above-captioned wall 165 feet so that the east end of the wall will be at Station 74+15 instead of 75+80. The plotted cross-sections show that the retaining wall is unnecessary in this area. We propose to contain the highway embankment between Stations 74+15 and 75+00 by the hand placement of a rock toe.

Please review this information and advise us if you concur in our proposed revision of this wall.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm
encs.

cc: A. W. Parsons (w/attach.)
R. L. Porter "
P. M. Stephenson "
L. H. Young "
I. D. Merchant "
J. F. Putnam "
Vernon Shull "
N. D. Krehbiel "

Columbia River Hwy

Big Creek Road

Face of Proposed Wall

Proposed Grade

1:1

Original Ground

1802 ± Ft Top of Wall

Rock

Hand Placed Rock Where Necessary

Clearance line Not to be excavated of fill

22'

East Bound

Easement

0+80

0+60

0+40

0+20

OREGON STATE HIGHWAY DEPARTMET

D D L Cross - Sections X-Sections

ENCROACHMET ON O. W. R. & N. Co.

BIG EDDY CELILO SEC.

COLUMBIA RIVER HIGHWAY

WASCO COUNTY

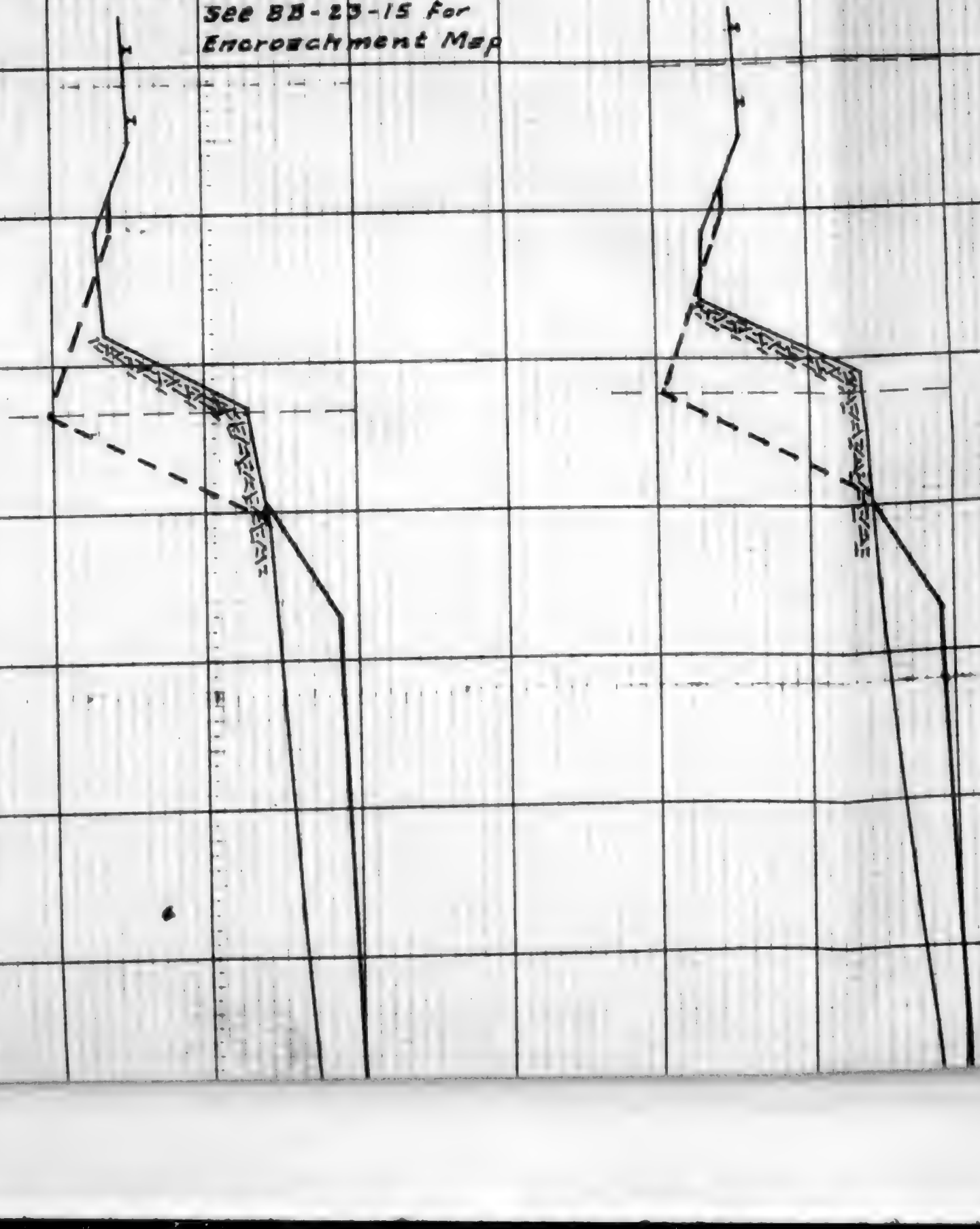
Scale 1" = 10ft. Jan. 1965

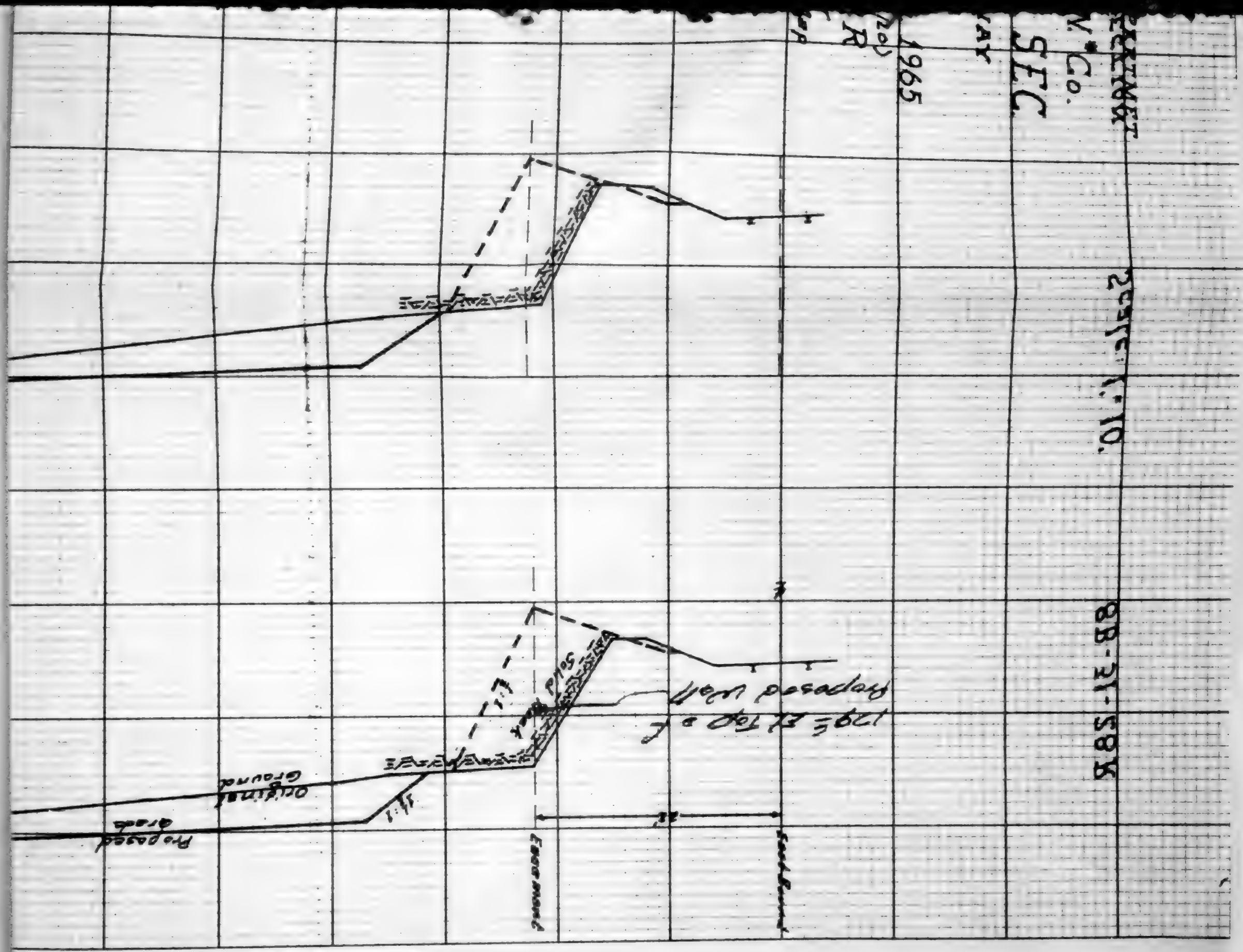
(RETAIN. WALLS NEAR CELILO)

DRWG. No. 8B-31-28R

See BB-23-15 for Encroachment Map

2 SETS 1" = 10.




Proposed Grade
Original Ground
1:1
Existing Fence
Proposed Road
Fence
Highway

74+50

74+15

Face of Proposed Wall

Proposed Grade

Original Ground

1:1

Hand Placed Rock Where Necessary

clearance line Not to be excavated at this time.

Easement

RELOCATED HIGHWAY

190.00

180.00

170.00

0+60

0+40

0+20

0+00

1" = 10'

R 85-12-88

Columbia River Hwy

P R Encroachment X-Sections

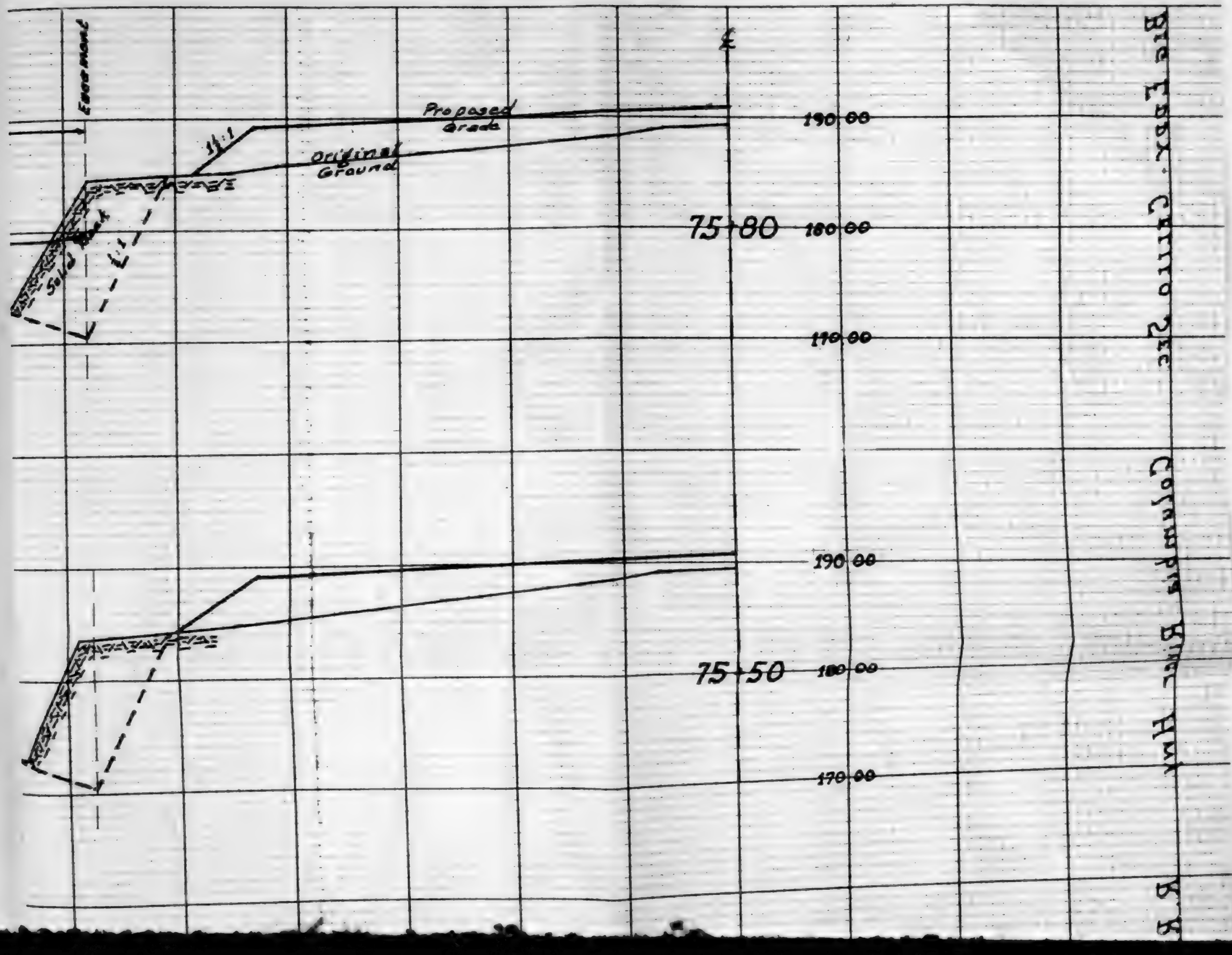
75+50

75+00

190.00

180.00

170.00


Easement
1:1
Proposed Grade
Original Ground
Solid Rock
℄
190.00
180.00
170.00
75+80
75+50
Bridge Centre Line
Culvert Centre Line

RECEIVED
MAY 26 1965
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
February 8, 1965

To: Mr. F. D. Morgan
Construction Engineer
Salem, Oregon 97310

SUBJECT: Additional Detour
Big Eddy-Celilo Section
Columbia River Highway
Prefix 633-1086 - Contract 6514
Project I-80N-3(41)86

Herewith a sketch map and a letter of transmittal as received from Resident Engineer Shull concerning a proposed detour on subject project.

One of the piers on the O. T. Junction Over-crossing of the Union Pacific falls in the center of the existing highway. Our plans showed stage construction for the east bound lanes of I-80 throughout the area, but it will be impossible to utilize these lanes until such time as the structure over the O. T. Railroad has been completed. This will mean quite a delay to the contractor in the performance of his structural work. The detour, as shown for Stage 2 could be in use for several months, until the east bound lanes are completed.

Mr. McInroe, of Rogers Construction Company has agreed to stand all the additional costs involved in the detour, in order to expedite his structural work. If this meets with your approval, will you please have the railroad contacted for their approval of this plan.

J. F. Putnam
Division Engineer

JFP:eh
Enclosures

CONSTRUCTION DIVISION
FEB 10 1965

NOTED
F. D. KLABOE

FORM E-30K—COM—12-62 84677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon
Feb. 5, 1965

RECEIVED
FEB 9 - 1965
DIVISION ENGINEER

To: Mr. Jim Putnam
Division Engineer
Bend, Oregon

SUBJECT: Additional Detour
Big-Eddy-Celilo Section
Columbia River Highway
633-1086 Contract 6514
Project I-80N-3(41)86

Enclosed please find a sketch of a proposed detour near Highway station "WB" 25+50 and Union Pacific Railroad Milepost 95.10.

This detour is requested in order to install the footing & Column for Bent #6 of the O.T. Junction O-King Union Pacific Railroad.

The only alternative would be to delay construction of this Bent until such time as it would be possible to handle traffic on the East-bound lanes.

Mr. C. McInroe, Gen. Supt. for our Contractor Rogers Const. Co. has agreed that they will stand all additional expenses for the estimated 200 lin. ft. of railroad planking, 400 lin. ft. of guardrail installation 275 lin. ft. of Type II barricade installation, blinking lights etc.

Mr. McInroe estimates one weeks use of the Stage I detour while excavating, pouring and backfilling the footing. I estimate several months of use for the Stage II detour.

If this meets with your approval will you please forward to Salem and request someone to contact the UPRR without undue delay.

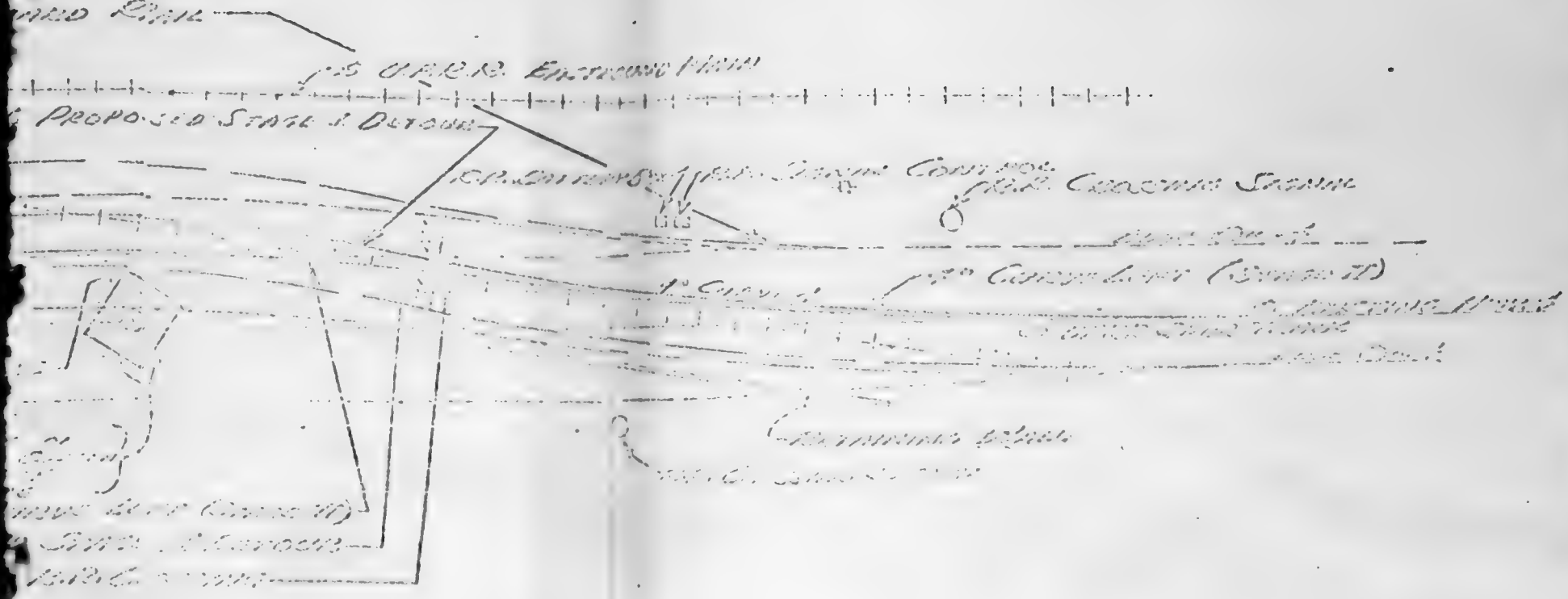
John Conklin, Engineer-Inspector for the UPRR indicated his approval as planned.

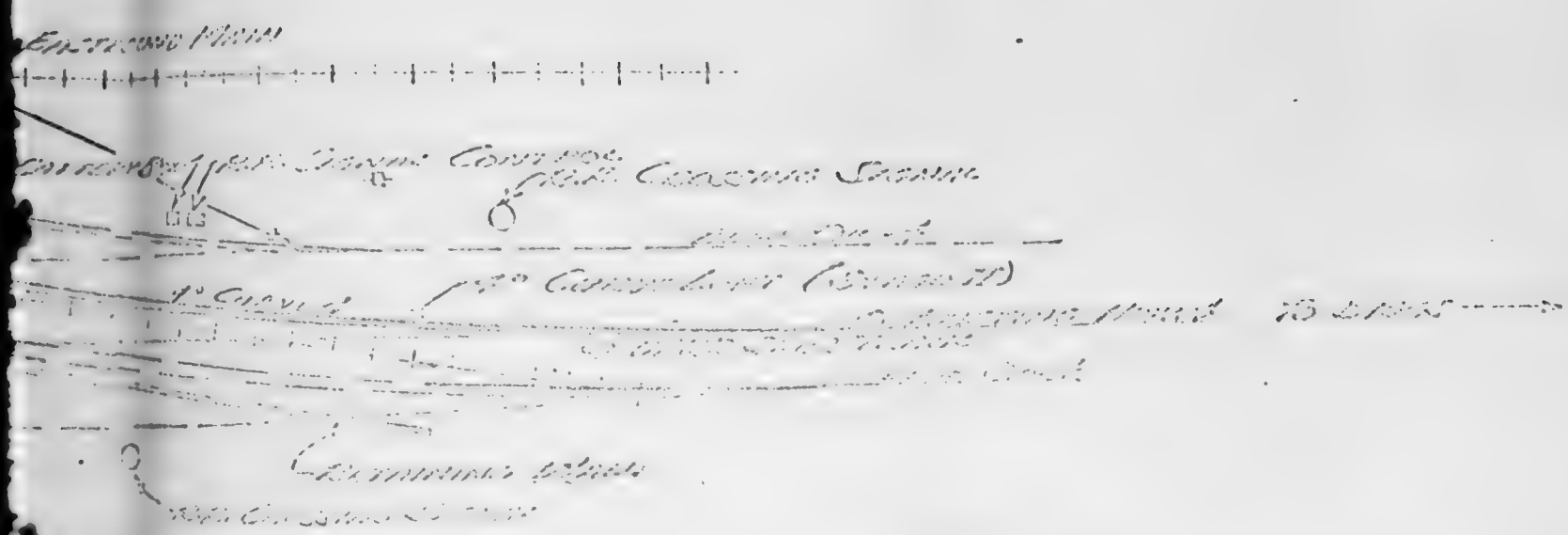
Vernon E. Shull

Vernon E. Shull
Resident Engineer

NOTED - C. W. MARTIN

Proposed Guard Rail
Proposed





RECEIVED
FEB 23 1965
FOR FILING

STATE COPY

Form E-216-Rev

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date FEB 8 1965
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Big Eddy-Celilo
Highway Columbia River
County Wasco
Contractor Rogers Construction Co.
Address 11760 N.E. Glisan St., Portland, Ore. 97220

Date Jan. 29, 1965
Contract No. 6514
Prefix 633-1086
F. A. Project No. I-80N-3(41)86
Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct two concrete lined channels from outlet of Highway culverts to inlet U.P.R.R. culverts.

Construct one reinforced concrete cover for an existing manhole which is to be covered by Highway embankment.

Location by station numbers:

Concrete lined channels sta. 68+50 & 73+50
Concrete cover sta. 18+66

NOTED
LLOYD P. SHAW

Estimate of quantities and cost:

Material	$ 75.00
Labor	125.00
Equipment Rental	50.00
Total	$250.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The channels are necessary to confine water from the outlet of our culverts to the inlet of the UPRR culverts.
The cover is necessary to provide drainage from the sides with a solid top.
Work has not commenced.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,936,626.77
Present estimate of project cost, including $250.00 for work under this order	$3,936,626.77
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Vernon E. Shull
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam,
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing Copy To Young 2-23-65

RECEIVED
JAN 11 1965
FOR FILING

477 Cottage St. NE
Salem, Oregon

January 7, 1965

08-3[illegible]

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Ivan D. Merchant, Bridge Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

Oregon Project I-205-3(41)86
Big Eddy-Celilo Section

Your letter of December 17, 1964 transmitted correspondence with Pittsburgh Testing Laboratory that constituted an agreement for shop inspection of structural steel for subject project, without the certificate of consultant required by PPM 40-6(3).

On December 29, 1964, the above-mentioned certificate was received and we hereby approve the agreement between the State and the Pittsburgh Testing Laboratory and authorize you to proceed effective this date.

Orig. I. Merchant
1-8-65

RECEIVED
DEC 29 1964
FOR FILING

STATE COPY

Month, transaction number	Form R-2A (5-[illegible]-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
Project report number 11	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 12-23-64	County Wasco
		Project number I-80N-3(41)86

~~The Project~~ Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 17, 19 64, is hereby modified as follows:

Revised estimated total cost of project $ 3,800,643.00

Revised Federal funds $ 3,500,000.00

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23 day of December, 19 64.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Stuart

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX By A. W. Parsons
Division Engineer

By: T. Dec
XXXX

Oregon State Highway Department

Federal-Aid
Project No. I-80N-3(41)86

BIG EDDY-CELILO SECTION OF THE

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate as a basis for modification of project agreement to include utility work. Based on low bid prices.)

Salem, Oregon, December 4, 1964

Type Code 6201
Roadway (Grade and Pave)(Sta. 2565+00 thru Equa. 2905+59.87 = 21+00 to Sta. 80+00)
(Contract No. 6514)

Clearing and Grubbing	All Req. (20%)		$ 9,000.00
Ditch Excavation, Unclassified	800 cu.yd.	$ 4.00	3,200.00
Trench Excavation, Unclassified	800 cu.yd.	4.00	3,200.00
General Excavation, Unclassified	573,800 cu.yd.	0.80	459,040.00
Embankment in Place	57,200 cu.yd.	0.60	34,320.00
Extra for Selected Subgrade Material	34,900 cu.yd.	0.20	6,980.00
Overhaul	265,200 C-yd.sta.	0.35	92,820.00
Finishing Roadbed and Slopes	All Req. (10%)		500.00
Seeding	30 acre	137.50	4,125.00
Mulching	30 acre	247.00	7,410.00
Grass Seed, Crested Wheatgrass	300 lb.	1.10	330.00
Grass Seed, Sherman Big Bluegrass	120 lb.	1.10	132.00
Inorganic Fertilizer, 10-16-8	120 cwt.	7.00	840.00
18-inch Culvert Pipe	630 lin.ft.	4.00	2,520.00
24-inch Culvert Pipe	650 lin.ft.	6.00	3,900.00
36-inch Culvert Pipe	50 lin.ft.	11.00	550.00
18-inch Metal Culvert Pipe	74 lin.ft.	5.00	370.00
30-inch Metal Cleanout	All Req.		200.00
Extra for Pipe Under Pavement	26 lin.ft.	5.00	130.00
Extra for Pipe Under Railroad	All Req. (65%)		975.00
6-inch Perforated Metal Drain Pipe	2,300 lin.ft.	1.00	2,300.00
8-inch Perforated Metal Drain Pipe	1,330 lin.ft.	2.00	2,660.00
10-inch Perforated Metal Drain Pipe	340 lin.ft.	2.25	765.00
8-inch Metal Drain Pipe	410 lin.ft.	1.50	615.00
Special Backfill in Drains	720 cu.yd.	7.00	5,040.00
18-inch Culvert End Sections	5 only	25.00	125.00
Concrete Inlets, Type D	1 only	180.00	180.00
Concrete Inlets, Type C-1	4 only	180.00	720.00
Concrete Manholes	2 only	350.00	700.00
Reinforced Ditch Lining	450 sq.yd.	9.00	4,050.00
Concrete End Pieces	1 only	300.00	300.00
6-inch Cast Iron Pipe	130 lin.ft.	6.00	780.00
Metal Guard Rail	102,000 lin.ft.	2.20	224,400.00
Metal Median Barrier	3,200 lin.ft.	3.75	12,000.00
Rail End Pieces	50 only	4.00	200.00

Guard Rail-Salvaged Barricade	650	lin.ft.	$ 2.00	$ 1,300.00
Guide Posts, W-1	420	only	7.00	2,940.00
Guide Posts, Y-2	24	only	8.00	192.00
Guide Posts, Y-3	1	only	9.00	9.00
Type 1 Fence	330	rod	6.00	1,980.00
Type 2 Fence	350	rod	7.00	2,450.00
16' Type 2 Double Gates	1	only	100.00	100.00
Rock Backfill	2,800	cu.yd.	1.00	2,800.00
Plant-Mix Stone Base	118,900	ton	1.50	178,350.00
3/4" - 0 Material in Leveling Course	25,600	ton	1.60	40,960.00
Gravel Blanket	1,000	cu.yd.	1.00	1,000.00
Stone Railroad Topping	270	cu.yd.	2.00	540.00
Sprinkling	4,290	M-gal.	2.00	8,580.00
Plant-Mix Bituminous Base	25,500	ton	3.20	81,600.00
Asphalt in Bituminous Base	1,140	ton	31.50	35,910.00
Asphaltic Concrete Mixture	55,100	ton	3.50	192,850.00
Asphalt in Mixture	3,040	ton	31.50	95,760.00
RS-1 Asphalt	22	ton	50.00	1,100.00
Detour Surfacing	15,000	sq.yd.	1.75	26,250.00
Asphaltic Concrete Curbs	1,000	lin.ft.	0.80	800.00
Asphaltic Concrete Traffic Markers, Type L	220	lin.ft.	1.00	220.00
Retaining Walls				
Shoring, Cribbing, etc.	All Req. (80%)			20,000.00
Structural Excavation	1,700	cu.yd.	6.00	10,200.00
Structural Excavation Below Elevation Shown	180	cu.yd.	10.00	1,800.00
Class "A" Concrete	640	cu.yd.	75.00	48,000.00
Metal Reinforcement	82,500	lb.	0.13	10,725.00
Wishram R.R. Bridge Stairway				
Timber Stairway	All Req.			900.00
Signing				
Removal of Existing Sign Installations	All Req.			200.00
Sign Support Footings	All Req.			520.00
Pipe Sign Posts	All Req.			1,450.00
Painted Wood Sign Posts	All Req.			1,600.00
Type "A" Signs in Place	252	sq.ft.	6.15	1,549.80
Type "C" and "D" Signs in Place	260	sq.ft.	3.70	962.00
Type "F" and "G" Signs in Place	41	sq.ft.	4.00	164.00
				$1,659,138.80

Flagging (57½% of Contractor's Cost)	All Req. (95%)		$ 7,125.00
Signing (Temporary)			200.00
			$ 7,325.00
Utilities			
Work by Pacific Power & Light Co.	All Req. (70%)		$ 1,546.00
Work by Pacific N.W. Bell	All Req. (90%)		465.00
			$ 2,011.00
Work by U.P. Railroad Co.			
Railroad Work	All Req.		$ 138,596.00
R.R. Protective Services	All Req.		18,000.00
Work by Oregon Trunk Railway			
Railroad Work	All Req.		47,335.00
R.R. Protective Services	All Req.		6,000.00
			$ 209,931.00
	Subtotal		$1,878,405.80
	10% Engr. & Cont.		187,840.20
	Total		$2,066,246.00

Type Code 0010
Roadway (Grading) (Sta. 80+00 to Sta. 123+00) (Contract No. 6514)

Clearing and Grubbing	All Req. (80%)		$ 36,000.00
Trench Excavation, Unclassified	430 cu.yd.	$ 4.00	1,720.00
General Excavation, Unclassified	177,200 cu.yd.	0.80	141,760.00
Embankment in Place	254,800 cu.yd.	0.60	152,880.00
Extra for Selected Subgrade Material	9,900 cu.yd.	0.20	1,980.00
Overhaul	8,800 C-yd.sta.	0.35	3,080.00
Finishing Roadbed and Slopes	All Req. (90%)		4,500.00
Seeding	15 acre	137.50	2,062.50
Mulching	15 acre	247.00	3,705.00
Grass Seed, Crested Wheatgrass	140 lb.	1.10	154.00
Grass Seed, Sherman Big Bluegrass	60 lb.	1.10	66.00
Inorganic Fertilizer, 10-16-8	60 cwt.	7.00	420.00
Wire Netting	5 acre	2,100.00	10,500.00
18-inch Culvert Pipe	1,240 lin.ft.	4.00	4,960.00
Extra for Pipe Under Railroad	All Req. (35%)		525.00
18-inch Culvert End Sections	11 only	25.00	275.00
Concrete Manholes	1 only	350.00	350.00
Reconstruction of Manholes	1 only	350.00	350.00
Reinforced Ditch Lining	470 sq.yd.	9.00	4,230.00
Septic Tank	All Req.		4,000.00
Type 1 Fence	190 rod	6.00	1,140.00
24-foot Cattle Guard	2 only	1,200.00	2,400.00

Plant-Mix Stone Base	3,100 ton	$ 1.50	$ 4,650.00
3/4" - 0 Material in Leveling Course	900 ton	1.60	1,440.00
Stone Railroad Topping	470 cu.yd.	2.00	940.00
Sprinkling	1,390 M-gal.	2.00	2,780.00
Asphaltic Concrete Mixture	500 ton	3.50	1,750.00
Asphalt in Mixture	30 ton	31.50	945.00
Gravel Blanket	11,000 cu.yd.	1.00	11,000.00
Retaining Walls			
Shoring, Cribbing, etc.	All Req. (20%)		5,000.00
Structural Excavation	200 cu.yd.	6.00	1,200.00
Structural Excavation Below Elevation Shown	20 cu.yd.	10.00	200.00
Class "A" Concrete	200 cu.yd.	75.00	15,000.00
Metal Reinforcement	27,500 cu.yd.	0.13	3,575.00
			$ 425,537.50
Flagging (57½ of Contractor's Cost)	All Req. (5%)		$ 375.00
Utilities			
Work by Pacific Power & Light Co.	All Req. (30%)		$ 662.58
Work by Pacific N.W. Bell	All Req. (10%)		51.67
			$ 714.25
	Subtotal		$ 426,626.75
	10% Engr. & Cont.		42,662.25
	Total		$ 469,289.00

Type Code X171
Five Mile O'xing (Br. 8924) (Sta. Lw 2597+06 to Sta. Lw 2600+79.42) (Contract 6514)

Shoring, Cribbing, etc.	All Req.		$ 13,000.00
Structural Excavation	380 cu.yd.	$ 10.00	3,800.00
Structural Excavation Below Elevation Shown	40 cu.yd.	15.00	600.00
Furnish 10" BP 42# Steel Piling	125 lin.ft.	4.50	562.50
Drive Steel Piles	10 only	90.00	900.00
Splice Steel Piles	2 only	50.00	100.00
Class "A" Concrete (695 cu.yd.)	All Req.		52,000.00
70' to 75' Type III Prestressed Beams	8 only	1,400.00	11,200.00
Metal Reinforcement (146,000 lb.)	All Req.		16,000.00
Structural Steel (184,800 lb.)	All Req.		50,000.00
Metal Parapet Railing	755 lin.ft.	8.00	6,040.00
8-inch Metal Drain Pipe	70 lin.ft.	4.50	315.00
6-inch Standard Steel Pipe	100 lin.ft.	12.00	1,200.00
			$ 155,717.50

Type Code X571
Oregon Trunk Jct. O'xing (Br. #8923)(Sta. Lw 21+57.50 to Sta. Lw 27+13.50) (Contract No. 6514)

Shoring, Cribbing, etc.	All Req.		$ 13,000.00
Structural Excavation	800 cu.yd.	$ 6.00	4,800.00
Structural Excavation Below Elevation Shown	80 cu.yd.	10.00	800.00
Furnish 10" BP 42# Steel Piling	1,430 lin.ft.	4.50	6,435.00
Drive Steel Piles	62 only	70.00	4,340.00
Splice Steel Piles	15 only	50.00	750.00
Class "A" Concrete (1,078 cu.yd.)	All Req.		80,000.00
50' to 55' Type III Prestressed Beams	1 only	1,100.00	1,100.00
55' to 60' Type III Prestressed Beams	11 only	1,100.00	12,100.00
65' to 70' Type III Prestressed Beams	4 only	1,250.00	5,000.00
70' to 75' Type III Prestressed Beams	8 only	1,300.00	10,400.00
Metal Reinforcement (196,000 lb.)	All Req.		21,000.00
Structural Steel (173,700 lb.)	All Req.		48,000.00
Metal Parapet Railing	1,112 lin.ft.	8.00	8,896.00
8-inch Metal Drain Pipe	60 lin.ft.	4.50	270.00
6-inch Standard Steel Pipe	60 lin.ft.	12.00	720.00
			$ 217,611.00

Type Code X171
West Celilo O'xing (Br. #8933)(Sta. L 42+57 to Sta. L 47+07)(Contract No. 6514)

Shoring, Cribbing, etc.	All Req.		$ 15,000.00
Structural Excavation	1,100 cu.yd.	$ 6.00	6,600.00
Structural Excavation Below Elevation Shown	100 cu.yd.	10.00	1,000.00
Furnish 10" BP 42# Steel Piling	510 lin.ft.	4.50	2,295.00
Drive Steel Piles	24 only	70.00	1,680.00
Splice Steel Piles	6 only	50.00	300.00
Class "A" Concrete (1,565 cu.yd.)	All Req.		117,000.00
Metal Reinforcement (345,200 lb.)	All Req.		38,000.00
Structural Steel (327,600 lb.)	All Req.		85,000.00
Metal Parapet Railing	796 lin.ft.	8.00	6,368.00
8-inch Metal Drain Pipe	150 lin.ft.	4.50	675.00
6-inch Standard Steel Pipe	150 lin.ft.	12.00	1,800.00
			$ 275,718.00

Type Code X171
East Celilo O'xing (Br. #8831)(Sta. Lw 116+06 to Sta. Lw 122+20)(Contract 6514)

Shoring, Cribbing, etc.	All Req.		$ 18,000.00
Structural Excavation	1,050 cu.yd.	$ 6.00	6,300.00
Structural Excavation Below Elevation Shown	100 cu.yd.	10.00	1,000.00
Class "A" Concrete (2,115 cu.yd.)	All Req.		158,000.00
Metal Reinforcement (517,400 lb.)	All Req.		55,000.00
Structural Steel (679,400 lb.)	All Req.		168,000.00
Metal Parapet Railing	1,119 lin.ft.	8.00	8,952.00
8-inch Metal Drain Pipe	120 lin.ft.	4.50	540.00
6-inch Standard Steel Pipe	100 lin.ft.	12.00	1,200.00
			$ 416,992.00

Type Code X281
Celilo Interchange O'xing (Br. #8934)(Sta. L 102+20 to Sta. L 103+67)(Cont. 6514)

Shoring, Cribbing, etc.	All Req.		$ 5,000.00
Structural Excavation	650 cu.yd.	$ 6.00	3,900.00
Structural Excavation Below Elevation Shown	70 cu.yd.	6.00	420.00
Class "A" Concrete (508 cu.yd.)	All Req.		38,000.00
45' to 50' Type II Prestressed Beams	30 only	800.00	24,000.00
Metal Reinforcement (109,600 lb.)	All Req.		12,000.00
8-inch Metal Drain Pipe	120 lin.ft.	4.50	540.00
			$ 83,860.00

Structures Subtotal	$1,149,898.50
Excavation for Signal Line Clearance at E. Celilo O'xing (All Req.)	$ 200.00
Subtotal	$1,150,098.50
10% Engr. & Cont.	115,009.50
Total	$1,265,108.00

Length of Roadway (Paving) - - - - - - -	7.305 Miles
Length of Roadway (Grading)- - - - - - -	0.670 Mile
Length of 5 Structures - - - - - - - - -	0.406 Mile
Total Length - - - - - - - - - - - - - -	8.381 Miles
Cost of Roadway (Grade & Pave) Per Mi.	$282,853.66
Cost of Roadway (Grading) per Mile - -	$700,431.34

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	UPRR Funds
Roadway (Grade & Pave)	$2,066,246.00	$1,902,000.00	$161,246.00	$3,000.00
Roadway (Grading)	469,289.00	433,000.00	36,289.00	
Structures	1,265,108.00	1,165,000.00	100,108.00	
	$3,800,643.00	$3,500,000.00	$297,643.00	$3,000.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

BIG EDDY-CELILO SECTION

PROJECT NO. I-80N-3(41)86

Estimated cost of work by the Union Pacific Railroad Company.

1. Railroad Work

Labor	$ 88,432.00
Material	50,505.00
Salvage Credit	- 341.00 Cr.
	$138,596.00

2. R.R. Protective Services

1 Section Foreman	$21.36	per shift
2 Section Laborers	36.48	per shift
	$57.84	per shift
Payroll Additives (30%)	$17.35	per shift
Travel Cost $3.45 x 3	10.35	per shift
	$85.54	

Structures	189 shifts	$85.54 =	$ 16,167.06
Roadwork Adjacent RR	18 shifts	$85.54 =	1,539.72
			$ 17,706.78
		USE	$ 18,000.00

Estimated cost of work by Oregon Trunk Railway.

1. Railroad Work

Labor	$ 23,468.56
Materials	52,842.44
Salvage Credit	-28,976.00 Cr.
	$ 47,335.00

2. R.R. Protective Services

1 Section Foreman	$20.55	per shift
2 Laborers	36.36	per shift
	$56.91	per shift
Travel Cost $3.52 x 3	$10.56	per shift
Payroll Additives (30%)	17.07	per shift
	$84.54	

West Celilo O'xing	63 shifts	$84.54 =	$ 5,326.02
Roadway Embankment Adjacent to R.R.	15 shifts	$84.54 =	1,268.10
			$ 6,594.12
		USE	$ 6,000.00

Estimated cost of work by the Pacific Power and Light Co.

Labor	$2,466.20
Equipment	219.30
Material	1,727.30
Engineering	482.00
General Overhead	941.52
Salvage	(1,143.21)
	$4,693.11

Participating State Cost 8-17ths	$2,208.58
Lump Sum Amount	$2,208.58

Cost of work by the Pacific N.W. Bell Telephone Co.

Labor	$ 218.00
Overhead Construction Cost	93.40
Engineering Costs	141.27
Material and Supplies	116.81
Equipment Expense-Co. Owned	50.52
	$ 620.00

Federal Participation 10-12ths	$ 516.67
Lump Sum Amount	$ 516.67

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
11-155	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
PROJECT REPORT NO.	*(PPM 21-7)*	COUNTY
9	11-17-64	Wasco
		PROJECT NO. I-80N-3(41)86

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N Big Eddy to 1 mi. E. Celilo

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-14-64	8.381
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,797,645.00	$ 3,422,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Shaw

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By: A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer NOV 17 1964

Oregon State Highway Department

Federal-Aid
Project No. I-80N-3(41)86

BIG EDDY-CELILO SECTION OF THE

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate as a basis for modification of project agreement to include utility work. Based on low bid prices.)

Salem, Oregon, November 19, 1964

Type Code 6201
Roadway (Grade and Pave)(Sta. 2565+00 thru Equa. 2905+59.87 = 21+00 to Sta. 80+00)
(Contract No. 6514)

Clearing and Grubbing	All Req. (20%)			$ 9,000.00
Ditch Excavation, Unclassified	800 cu.yd.	$	4.00	3,200.00
Trench Excavation, Unclassified	800 cu.yd.		4.00	3,200.00
General Excavation, Unclassified	573,800 cu.yd.		0.80	459,040.00
Embankment in Place	57,200 cu.yd.		0.60	34,320.00
Extra for Selected Subgrade Material	34,900 cu.yd.		0.20	6,980.00
Overhaul	265,200 C-yd.sta.		0.35	92,820.00
Finishing Roadbed and Slopes	All Req. (10%)			500.00
Seeding	30 acre		137.50	4,125.00
Mulching	30 acre		247.00	7,410.00
Grass Seed, Crested Wheatgrass	300 lb.		1.10	330.00
Grass Seed, Sherman Big Bluegrass	120 lb.		1.10	132.00
Inorganic Fertilizer, 10-16-8	120 cwt.		7.00	840.00
18-inch Culvert Pipe	630 lin.ft.		4.00	2,520.00
24-inch Culvert Pipe	650 lin.ft.		6.00	3,900.00
36-inch Culvert Pipe	50 lin.ft.		11.00	550.00
18-inch Metal Culvert Pipe	74 lin.ft.		5.00	370.00
30-inch Metal Cleanout	All Req.			200.00
Extra for Pipe Under Pavement	26 lin.ft.		5.00	130.00
Extra for Pipe Under Railroad	All Req. (65%)			975.00
6-inch Perforated Metal Drain Pipe	2,300 lin.ft.		1.00	2,300.00
8-inch Perforated Metal Drain Pipe	1,330 lin.ft.		2.00	2,660.00
10-inch Perforated Metal Drain Pipe	340 lin.ft.		2.25	765.00
8-inch Metal Drain Pipe	410 lin.ft.		1.50	615.00
Special Backfill in Drain	720 cu.yd.		7.00	5,040.00
18-inch Culvert End Sections	5 only		25.00	125.00
Concrete Inlets, Type D	1 only		180.00	180.00
Concrete Inlets, Type G-1	4 only		180.00	720.00
Concrete Manholes	2 only		350.00	700.00
Reinforced Ditch Lining	450 sq.yd.		9.00	4,050.00
Concrete End Pieces	1 only		300.00	300.00
6-inch Cast Iron Pipe	130 lin.ft.		6.00	780.00
Metal Guard Rail	102,000 lin.ft.		2.20	224,400.00
Metal Median Barrier	3,200 lin.ft.		3.75	12,000.00
Rail End Pieces	50 only		4.00	200.00

Guard Rail-Salvaged Barricade	650	lin.ft.	$ 2.00	$ 1,300.00
Guide Posts, W-1	420	only	7.00	2,940.00
Guide Posts, Y-2	24	only	8.00	192.00
Guide Posts, Y-3	1	only	9.00	9.00
Type 1 Fence	330	rod	6.00	1,980.00
Type 2 Fence	350	rod	7.00	2,450.00
16' Type 2 Double Gates	1	only	100.00	100.00
Rock Backfill	2,800	cu.yd.	1.00	2,800.00
Plant-Mix Stone Base	118,900	ton	1.50	178,350.00
3/4" - 0 Material in Leveling Course	25,600	ton	1.60	40,960.00
Gravel Blanket	1,000	cu.yd.	1.00	1,000.00
Stone Railroad Topping	270	cu.yd.	2.00	540.00
Sprinkling	4,290	M-gal.	2.00	8,580.00
Plant-Mix Bituminous Base	25,500	ton	3.20	81,600.00
Asphalt in Bituminous Base	1,140	ton	31.50	35,910.00
Asphaltic Concrete Mixture	55,100	ton	3.50	192,850.00
Asphalt in Mixture	3,040	ton	31.50	95,760.00
RS-1 Asphalt	22	ton	50.00	1,100.00
Detour Surfacing	15,000	sq.yd.	1.75	26,250.00
Asphaltic Concrete Curbs	1,000	lin.ft.	0.80	800.00
Asphaltic Concrete Traffic Markers, Type L	220	lin.ft.	1.00	220.00
Retaining Walls				
Shoring, Cribbing, etc.	All Req. (80%)			20,000.00
Structural Excavation	1,700	cu.yd.	6.00	10,200.00
Structural Excavation Below Elevation Shown	180	cu.yd.	10.00	1,800.00
Class "A" Concrete	640	cu.yd.	75.00	48,000.00
Metal Reinforcement	82,500	lb.	0.13	10,725.00
Wishram R.R. Bridge Stairway				
Timber Stairway	All Req.			900.00
Signing				
Removal of Existing Sign Installations	All Req.			200.00
Sign Support Footings	All Req.			520.00
Pipe Sign Posts	All Req.			1,450.00
Painted Wood Sign Posts	All Req.			1,600.00
Type "A" Signs in Place	252	sq.ft.	6.15	1,549.80
Type "C" and "D" Signs in Place	260	sq.ft.	3.70	962.00
Type "F" and "G" Signs in Place	41	sq.ft.	4.00	164.00
				$1,659,138.80

Flagging (57½% of Contractor's Cost)	All Req. (95%)		$ 7,125.00
Signing (Temporary)			200.00
			$ 7,325.00
Utilities			
Work by Pacific Power and Light Co.	All Req. (70%)		$ 2,240.00
Work by Pacific N.W. Bell	All Req. (90%)		465.00
			$ 2,705.00
Work by U.P. Railroad Co.			
Railroad Work	All Req.		$ 138,596.00
R.R. Protective Services	All Req.		18,000.00
Work by Oregon Trunk Railway			
Railroad Work	All Req.		47,335.00
R.R. Protective Services	All Req.		6,000.00
			$ 209,931.00
	Subtotal		$1,879,099.80
	10% Engr. & Cont.		187,909.20
	Total		$2,067,009.00

Type Code 0010
Roadway (Grading) (Sta. 80+00 to Sta. 123+00) (Contract No. 6514)

Clearing and Grubbing	All Req. (80%)			$ 36,000.00
Trench Excavation, Unclassified	430	cu.yd.	$ 4.00	1,720.00
General Excavation, Unclassified	177,200	cu.yd.	0.80	141,760.00
Embankment in Place	254,800	cu.yd.	0.60	152,880.00
Extra for Selected Subgrade Material	9,900	cu.yd.	0.20	1,980.00
Overhaul	8,800	C-yd.sta.	0.35	3,080.00
Finishing Roadbed and Slopes	All Req. (90%)			4,500.00
Seeding	15	acre	137.50	2,062.50
Mulching	15	acre	247.00	3,705.00
Grass Seed, Crested Wheatgrass	140	lb.	1.10	154.00
Grass Seed, Sherman Big Bluegrass	60	lb.	1.10	66.00
Inorganic Fertilizer, 10-16-8	60	cwt.	7.00	420.00
Wire Netting	5	acre	2,100.00	10,500.00
18-inch Culvert Pipe	1,240	lin.ft.	4.00	4,960.00
Extra for Pipe Under Railroad	All Req. (35%)			525.00
18-inch Culvert End Sections	11	only	25.00	275.00
Concrete Manholes	1	only	350.00	350.00
Reconstruction of Manholes	1	only	350.00	350.00
Reinforced Ditch Lining	470	sq.yd.	9.00	4,230.00
Septic Tank	All Req.			4,000.00
Type 1 Fence	190	rod	6.00	1,140.00
24-Foot Cattle Guard	2	only	1,200.00	2,400.00

Plant-Mix Stone Base	3,100 ton	$ 1.50	$ 4,650.00
3/4" - 0 Material in Leveling Course	900 ton	1.60	1,440.00
Stone Railroad Topping	470 cu.yd.	2.00	940.00
Sprinkling	1,390 M-gal.	2.00	2,780.00
Asphaltic Concrete Mixture	500 ton	3.50	1,750.00
Asphalt in Mixture	30 ton	31.50	945.00
Gravel Blanket	11,000 cu.yd.	1.00	11,000.00
Retaining Walls			
Shoring, Cribbing, etc.	All Req. (20%)		5,000.00
Structural Excavation	200 cu.yd.	6.00	1,200.00
Structural Excavation Below Elevation Shown	20 cu.yd.	10.00	200.00
Class "A" Concrete	200 cu.yd.	75.00	15,000.00
Metal Reinforcement	27,500 cu.yd.	0.13	3,575.00
			$ 425,537.50
Flagging (57½% of Contractor's Cost)	All Req. (5%)		$ 375.00
Utilities			
Work by Pacific Power and Light Co.	All Req. (30%)		$ 960.00
Work by Pacific N.W. Bell	All Req. (10%)		51.67
			$ 1,011.67
Subtotal			$ 426,924.17
10% Engr. & Cont.			42,691.83
Total			$ 469,616.00

Type Code X171
Five Mile O'xing (Br. 8924) (Sta. Lw 2597+06 to Sta. Lw 2600+79.42) (Contract 6514)

Shoring, Cribbing, etc.	All Req.		$ 13,000.00
Structural Excavation	380 cu.yd.	$ 10.00	3,800.00
Structural Excavation Below Elevation Shown	40 cu.yd.	15.00	600.00
Furnish 10" BP 42# Steel Piling	125 lin.ft.	4.50	562.50
Drive Steel Piles	10 only	90.00	900.00
Splice Steel Piles	2 only	50.00	100.00
Class "A" Concrete (695 cu.yd.)	All Req.		52,000.00
70' to 75' Type III Prestressed Beams	8 only	1,400.00	11,200.00
Metal Reinforcement (146,000 lb.)	All Req.		16,000.00
Structural Steel (184,800 lb.)	All Req.		50,000.00
Metal Parapet Railing	755 lin.ft.	8.00	6,040.00
8-inch Metal Drain Pipe	70 lin.ft.	4.50	315.00
6-inch Standard Steel Pipe	100 lin.ft.	12.00	1,200.00
			$ 155,717.50

Type Code X571
Oregon Trunk Jct. O'xing (Br. #8923) (Sta. Lw 21+57.50 to Sta. Lw 27+13.50) (Contract No. 6514)

Shoring, Cribbing, etc.	All Req.		$ 13,000.00
Structural Excavation	500 cu.yd.	$ 6.00	4,800.00
Structural Excavation Below Elevation Shown	80 cu.yd.	10.00	800.00
Furnish 10" BP 42# Steel Piling	1,430 lin.ft.	4.50	6,435.00
Drive Steel Piles	62 only	70.00	4,340.00
Splice Steel Piles	15 only	50.00	750.00
Class "A" Concrete (1,078 cu.yd.)	All Req.		80,000.00
50' to 55' Type III Prestressed Beams	1 only	1,100.00	1,100.00
55' to 60' Type III Prestressed Beams	11 only	1,100.00	12,100.00
65' to 70' Type III Prestressed Beams	4 only	1,250.00	5,000.00
70' to 75' Type III Prestressed Beams	8 only	1,300.00	10,400.00
Metal Reinforcement (196,000 lb.)	All Req.		21,000.00
Structural Steel (173,700 lb.)	All Req.		48,000.00
Metal Parapet Railing	1,112 lin.ft.	8.00	8,896.00
8-inch Metal Drain Pipe	60 lin.ft.	4.50	270.00
6-inch Standard Steel Pipe	60 lin.ft.	12.00	720.00
			$ 217,611.00

Type Code X171
West Celilo O'xing (Br. #8933) (Sta. L 42+57 to Sta. L 47+07) (Contract No. 6514)

Shoring, Cribbing, etc.	All Req.		$ 15,000.00
Structural Excavation	1,100 cu.yd.	$ 6.00	6,600.00
Structural Excavation Below Elevation Shown	100 cu.yd.	10.00	1,000.00
Furnish 10" BP 42# Steel Piling	510 lin.ft.	4.50	2,295.00
Drive Steel Piles	24 only	70.00	1,680.00
Splice Steel Piles	6 only	50.00	300.00
Class "A" Concrete (1,565 cu.yd.)	All Req.		117,000.00
Metal Reinforcement (345,200 lb.)	All Req.		38,000.00
Structural Steel (327,600 lb.)	All Req.		85,000.00
Metal Parapet Railing	796 lin.ft.	8.00	6,368.00
8-inch Metal Drain Pipe	150 lin.ft.	4.50	675.00
6-inch Standard Steel Pipe	150 lin.ft.	12.00	1,800.00
			$ 275,718.00

Type Code X171
East Celilo O'xing (Br. #8831) (Sta. Lw 116+06 to Sta. Lw 122+20) (Contract 6514)

Shoring, Cribbing, etc.	All Req.		$ 18,000.00
Structural Excavation	1,050 cu.yd.	$ 6.00	6,300.00
Structural Excavation Below Elevation Shown	100 cu.yd.	10.00	1,000.00
Class "A" Concrete (2,115 cu.yd.)	All Req.		158,000.00
Metal Reinforcement (517,400 lb.)	All Req.		55,000.00
Structural Steel (679,400 lb.)	All Req.		168,000.00
Metal Parapet Railing	1,119 lin.ft.	8.00	8,952.00
8-inch Metal Drain Pipe	120 lin.ft.	4.50	540.00
6-inch Standard Steel Pipe	100 lin.ft.	12.00	1,200.00
			$ 416,992.00

Type Code X281
Celilo Interchange O'xing (Br. #8934) (Sta. L 102+20 to Sta. L 103+67) (Cont. 6514)

Shoring, Cribbing, etc.	All Req.		$ 5,000.00
Structural Excavation	650 cu.yd.	$ 6.00	3,900.00
Structural Excavation Below Elevation Shown	70 cu.yd.	6.00	420.00
Class "A" Concrete (508 cu.yd.)	All Req.		38,000.00
45' to 50' Type II Prestressed Beams	30 only	800.00	24,000.00
Metal Reinforcement (109,600 lb.)	All Req.		12,000.00
8-inch Metal Drain Pipe	120 lin.ft.	4.50	540.00
			$ 83,860.00

Structures Subtotal	$1,149,898.50
Excavation for Signal Line Clearance at E. Celilo O'xing	All Req. $ 200.00
Subtotal	$1,150,098.50
10% Engr. & Cont.	115,009.50
Total	$1,265,108.00

Length of Roadway (Paving) - - 7.305 Miles
Length of Roadway (Grading)- - 0.670 Mile
Length of 5 Structures - - - - 0.406 Mile
Total Length - - - - - - - - - - 8.381 Miles
Cost of Roadway (Grade & Pave)
Per Mile - - - - - - - - - - - $282,958.11
Cost of Roadway (Grading)
Per Mile - - - - - - - - - - - $700,919.40

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	U.P.R.R. Funds
Roadway (Grade & Pave)	$2,067,009.00	$1,902,000.00	$162,009.00	$3,000.00
Roadway (Grading)	469,616.00	433,000.00	36,616.00	
Structures	1,265,108.00	1,165,000.00	100,108.00	
	$3,801,733.00	$3,500,000.00	$298,733.00	$3,000.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

BIG EDDY-CELILO SECTION

PROJECT NO. I-80N-3(41)86

Estimated cost of work by the Union Pacific Railroad Company.

1. Railroad Work

Labor	$ 88,432.00
Material	50,505.00
Salvage Credit	- 341.00 Cr.
	$138,596.00

2. R.R. Protective Services

1 Section Foreman	$21.36	per shift
2 Section Laborers	36.48	per shift
	$57.84	per shift
Payroll Additives (30%)	$17.35	per shift
Travel Cost $3.45 x 3	10.35	per shift
	$35.54	

Structures	189 shifts	$85.54 =	$16,167.06
Roadwork Adjacent RR	18 shifts	$85.54 =	1,539.72
			$17,706.78
		USE	$18,000.00

Estimated cost of work by Oregon Trunk Railway.

1. Railroad Work

Labor	$ 23,468.56
Materials	52,842.44
Salvage Credit	-28,976.00 Cr.
	$ 47,335.00

2. R.R. Protective Services

1 Section Foreman	$20.55	per shift
2 Laborers	36.36	per shift
	$56.91	per shift
Travel Cost $3.52 x 3	$10.56	per shift
Payroll Additives (30%)	17.07	per shift
	$84.54	

West Celilo O'xing	63 shifts	$84.54 =	$ 5,326.02
Roadway Embankment Adjacent to R.R.	15 shifts	$84.54 =	1,268.10
			$ 6,594.12
		USE	$ 6,000.00

Estimated cost of work by the Pacific Power and Light Co.

Labor	$2,466.20
Equipment	219.30
Material	1,727.30
General Overhead	941.52
Salvage	(1,143.21)
	$4,211.11
Cost to State 13-17ths	$3,220.23
USE	$3,200.00

Cost of work by the Pacific N.W. Bell Telephone Co.

Labor	$ 218.00
Overhead Construction Cost	93.40
Engineering Costs	141.27
Material and Supplies	116.81
Equipment Expense-Co. Owned	50.52
	$ 620.00
Federal participation 10-12ths	$ 516.67

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(41)86

BIG EDDY-CELILO SECTION OF THE

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 28, 1964

Type Code 6201
Roadway (Grade and Pave) (Sta. 2565+00 thru Equa. 2905+59.87=21+00 to Sta. 80+00)
(Contract No. 6514)

Clearing and Grubbing	All	Required (20%)		$ 9,000.00
Ditch Excavation, Unclassified	800	cu.yds.	$ 4.00	3,200.00
Trench Excavation, Unclassified	800	cu.yds.	4.00	3,200.00
General Excavation, Unclassified	573,800	cu.yds.	0.80	459,040.00
Embankment in Place	57,200	cu.yds.	0.60	34,320.00
Extra for Selected Subgrade Material	34,900	cu.yds.	0.20	6,980.00
Overhaul	265,200	C-yd.stas.	0.35	92,820.00
Finishing Roadbed and Slopes	All	Required (10%)		500.00
Seeding	30	acres	137.50	4,125.00
Mulching	30	acres	247.00	7,410.00
Grass Seed, Crested Wheatgrass	300	lbs.	1.10	330.00
Grass Seed, Sherman Big Bluegrass	120	lbs.	1.10	132.00
Inorganic Fertilizer, 10-16-8	120	cwt.	7.00	840.00
18-inch Culvert Pipe	630	lin.ft.	4.00	2,520.00
24-inch Culvert Pipe	650	lin.ft.	6.00	3,900.00
36-inch Culvert Pipe	50	lin.ft.	11.00	550.00
18-inch Metal Culvert Pipe	74	lin.ft.	5.00	370.00
30-inch Metal Cleanout	All	Required		200.00
Extra for Pipe Under Pavement	26	lin.ft.	5.00	130.00
Extra for Pipe Under Railroad	All	Required (65%)		975.00
6-inch Perforated Metal Drain Pipe	2,300	lin.ft.	1.00	2,300.00
8-inch Perforated Metal Drain Pipe	1,330	lin.ft.	2.00	2,660.00
10-inch Perforated Metal Drain Pipe	340	lin.ft.	2.25	765.00
8-inch Metal Drain Pipe	410	lin.ft.	1.50	615.00
Special Backfill in Drain	720	cu.yds.	7.00	5,040.00
18-inch Culvert End Sections	5	only	25.00	125.00
Concrete Inlets, Type D	1	only	180.00	180.00
Concrete Inlets, Type G-1	4	only	180.00	720.00
Concrete Manholes	2	only	350.00	700.00
Reinforced Ditch Lining	450	sq.yds.	9.00	4,050.00
Concrete End Pieces	1	only	300.00	300.00
6-inch Cast Iron Pipe	130	lin.ft.	6.00	780.00
Metal Guard Rail	102,000	lin.ft.	2.20	224,400.00
Metal Median Barrier	3,200	lin.ft.	3.75	12,000.00
Rail End Pieces	50	only	4.00	200.00

Guard Rail-Salvaged Barricade	650 lin.ft.	$ 2.00	$ 1,300.00
Guide Posts, W-1	420 only	7.00	2,940.00
Guide Posts, Y-2	24 only	8.00	192.00
Guide Posts, Y-3	1 only	9.00	9.00
Type 1 Fence	330 rods	6.00	1,980.00
Type 2 Fence	350 rods	7.00	2,450.00
16' Type 2 Double Gates	1 only	100.00	100.00
Rock Backfill	2,800 cu.yds.	1.00	2,800.00
Plant-Mix Stone Base	118,900 tons	1.50	178,350.00
3/4"-0 Material in Leveling Course	25,600 tons	1.60	40,960.00
Gravel Blanket	1,000 cu.yds.	1.00	1,000.00
Stone Railroad Topping	270 cu.yds.	2.00	540.00
Sprinkling	4,290 M-gal.	2.00	8,580.00
Plant-Mix Bituminous Base	25,500 tons	3.20	81,600.00
Asphalt in Bituminous Base	1,140 tons	31.50	35,910.00
Asphaltic Concrete Mixture	55,100 tons	3.50	192,850.00
Asphalt in Mixture	3,040 tons	31.50	95,760.00
RS-1 Asphalt	22 tons	50.00	1,100.00
Detour Surfacing	15,000 sq.yds.	1.75	26,250.00
Asphaltic Concrete Curbs	1,000 lin.ft.	0.80	800.00
Asphaltic Concrete Traffic Markers, Type L	220 lin.ft.	1.00	220.00

Retaining Walls

Shoring, Cribbing, etc.	All Required (80%)		$ 20,000.00
Structural Excavation	1,700 cu.yds.	$ 6.00	10,200.00
Structural Excavation Below Elevation Shown	180 cu.yds.	10.00	1,800.00
Class "A" Concrete	640 cu.yds.	75.00	48,000.00
Metal Reinforcement	82,500 lbs.	0.13	10,725.00

Wishram R.R. Bridge Stairway

Timber Stairway	All Required	$	$ 900.00

Signing

Removal of Existing Sign Installations	All Required		$ 200.00
Sign Support Footings	All Required		520.00
Pipe Sign Posts	All Required		1,450.00
Painted Wood Sign Posts	All Required		1,600.00
Type "A" Signs in Place	252 sq.ft.	$ 6.15	1,549.80
Type "C" and "D" Signs in Place	260 sq.ft.	3.70	962.00
Type "F" and "G" Signs in Place	41 sq.ft.	4.00	164.00
			$1,659,138.80

Flagging (57½% of Contractor's Cost)	All Required (95%)		$ 7,125.00
Signing (Temporary)	All Required		200.00
			$ 7,325.00
Work by U.S. Railroad Co.			
Railroad work	All Required		$ 138,596.00
R. R. Protective Services	All Required		18,000.00
Work by Oregon Trunk Railway			
Railroad work	All Required		$ 47,335.00
R.R. Protective Services	All Required		6,000.00
			$ 209,931.00
	Subtotal		$1,876,394.80
	10% Engr. & Cont.		187,639.20
	Total		$2,064,034.00

Type Code 0010
Roadway (Grading)(Sta. 80+00 to Sta. 123+00)(Contract No. 6514)

Clearing and Grubbing	All Required (80%)			$ 36,000.00
Trench Excavation, Unclassified	430	cu.yds.	$ 4.00	1,720.00
General Excavation, Unclassified	177,200	cu.yds.	0.80	141,760.00
Embankment in Place	254,800	cu.yds.	0.60	152,880.00
Extra for Selected Subgrade Material	9,900	cu.yds.	0.20	1,980.00
Overhaul	8,800	C-yd.Stas.	0.35	3,080.00
Finishing Roadbed and Slopes	All Required (90%)			4,500.00
Seeding	15	acres	137.50	2,062.50
Mulching	15	acres	247.00	3,705.00
Grass Seed, Crested Wheatgrass	140	lbs.	1.10	154.00
Grass Seed, Sherman Big Bluegrass	60	lbs.	1.10	66.00
Inorganic Fertilizer, 10-16-8	60	cwt.	7.00	420.00
Wire Netting	5	acres	2,100.00	10,500.00
18-inch Culvert Pipe	1,240	lin.ft.	4.00	4,960.00
Extra for Pipe Under Railroad	All Required (35%)			525.00
18-inch Culvert End Sections	11	only	25.00	275.00
Concrete Manholes	1	only	350.00	350.00
Reconstruction of Manholes	1	only	350.00	350.00
Reinforced Ditch Lining	470	sq.yds.	9.00	4,230.00
Septic Tank	All Required			4,000.00
Type 1 Fence	190	rods	6.00	1,140.00
24-foot Cattle Guard	2	only	1,200.00	2,400.00

Plant-Mix Stone Base	3,100 tons	$ 1.50	$ 4,650.00
3/4"-0 Material in Leveling Course	900 tons	1.60	1,440.00
Stone Railroad Topping	470 cu.yds.	2.00	940.00
Sprinkling	1,390 M-gal.	2.00	2,780.00
Asphaltic Concrete Mixture	500 tons	3.50	1,750.00
Asphalt in Mixture	30 tons	31.50	945.00
Gravel Blanket	11,000 cu.yds.	1.00	11,000.00
Retaining Walls			
Shoring, Cribbing, etc.	All Required (20%)		$ 5,000.00
Structural Excavation	200 cu.yds.	$ 6.00	1,200.00
Structural Excavation Below Elevation Shown	20 cu.yds.	10.00	200.00
Class "A" Concrete	200 cu.yds.	75.00	15,000.00
Metal Reinforcement	27,500 cu.yds.	0.13	3,575.00
			$ 425,537.50
Flagging (5 1/3% of Contractor's Cost)	All Required (5%)		$ 375.00
	Subtotal		$ 425,912.50
	10% Engr. & Cont.		42,590.50
	Total		$ 468,503.00

Type Code X171
Five Mile O'xing (Br. 8924)(Sta. Lw 2597+06 to Sta. Lw 2600+79.42)(Contract No. 6514)

Shoring, Cribbing, etc.	All Required		$ 13,000.00
Structural Excavation	380 cu.yds.	$ 10.00	3,800.00
Structural Excavation Below Elevation Shown	40 cu.yds.	15.00	600.00
Furnish 10" BP 42# Steel Piling	125 lin.ft.	4.50	562.50
Drive Steel Piles	10 only	90.00	900.00
Splice Steel Piles	2 only	50.00	100.00
Class "A" Concrete (695 cu.yds.)	All Required		52,000.00
70' to 75' Type III Prestressed Beams	8 only	1,400.00	11,200.00
Metal Reinforcement (146,000 lbs.)	All Required		16,000.00
Structural Steel (184,800 lbs.)	All Required		50,000.00
Metal Parapet Railing	755 lin.ft.	8.00	6,040.00
8-inch Metal Drain Pipe	70 lin.ft.	4.50	315.00
6-inch Standard Steel Pipe	100 lin.ft.	12.00	1,200.00
			$ 155,717.50

Type Code X571
Oregon Trunk Jct. O xing (Br. #8923)(Sta. Lw 21+57.50 to Sta. Lw 27+13.50)
(Contract No. 6514)

Shoring, Cribbing, etc.	All Required			$ 13,000.00
Structural Excavation	800 cu.yds.	$	6.00	4,800.00
Structural Excavation Below Elevation Shown	80 cu.yds.		10.00	800.00
Furnish 10" BP 42# Steel Piling	1,430 lin.ft.		4.50	6,435.00
Drive Steel Piles	62 only		70.00	4,340.00
Splice Steel Piles	15 only		50.00	750.00
Class "A" Concrete (1,078 cu.yds.)	All Required			80,000.00
50' to 55' Type III Prestressed Beams	1 only		1,100.00	1,100.00
55' to 60' Type III Prestressed Beams	11 only		1,100.00	12,100.00
65' to 70' Type III Prestressed Beams	4 only		1,250.00	5,000.00
70' to 75' Type III Prestressed Beams	8 only		1,300.00	10,400.00
Metal Reinforcement (196,000 lbs.)	All Required			21,000.00
Structural Steel (173,700 lbs.)	All Required			48,000.00
Metal Parapet Railing	1,112 lin.ft.		8.00	8,896.00
8-inch Metal Drain Pipe	60 lin.ft.		4.50	270.00
6-inch Standard Steel Pipe	60 lin.ft.		12.00	720.00
				$ 217,611.00

Type Code X171
West Celilo O'xing (Br. #8933)(Sta. L 42+57 to Sta. L 47+07)(Contract No. 6514)

Shoring, Cribbing, etc.	All Required			$ 15,000.00
Structural Excavation	1,100 cu.yds.	$	6.00	6,600.00
Structural Excavation Below Elevation Shown	100 cu.yds.		10.00	1,000.00
Furnish 10" BP 42# Steel Piling	510 lin.ft.		4.50	2,295.00
Drive Steel Piles	24 only		70.00	1,680.00
Splice Steel Piles	6 only		50.00	300.00
Class "A" Concrete (1,565 cu.yds.)	All Required			117,000.00
Metal Reinforcement (345,200 lbs.)	All Required			38,000.00
Structural Steel (327,600 lbs.)	All Required			85,000.00
Metal Parapet Railing	796 lin.ft.		8.00	6,368.00
8-inch Metal Drain Pipe	150 lin.ft.		4.50	675.00
6-inch Standard Steel Pipe	150 lin.ft.		12.00	1,800.00
				$ 275,718.00

Type Code X171
East Celilo O'xing (Br. #8831)(Sta. Lw 116+06 to Sta. Lw 122+20)(Contract No. 6514)

Shoring, Cribbing, etc.	All Required			$ 18,000.00
Structural Excavation	1,050 cu.yds.	$	6.00	6,300.00

Structural Excavation Below Elevation Shown	100 cu.yds.	$ 10.00	$ 1,000.00
Class "A" Concrete (2,115 cu.yds.)	All Required		158,000.00
Metal Reinforcement (517,400 lbs.)	All Required		55,000.00
Structural Steel (679,400 lbs.)	All Required		168,000.00
Metal Parapet Railing	1,119 lin.ft.	8.00	8,952.00
8-inch Metal Drain Pipe	120 lin.ft.	4.50	540.00
6-inch Standard Steel Pipe	100 lin.ft.	12.00	1,200.00
			$ 416,992.00

Type Code X281
Celilo Interchange O'xing (Br. #8934) (Sta. L 102+20 to Sta. L 103+67) (Contract #6514)

Shoring, Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	650 cu.yds.	$ 6.00	3,900.00
Structural Excavation Below Elevation Shown	70 cu.yds.	6.00	420.00
Class "A" Concrete (508 cu.yds.)	All Required		38,000.00
45' to 50' Type II Prestressed Beams	30 only	800.00	24,000.00
Metal Reinforcement (109,600 lbs.)	All Required		12,000.00
8-inch Metal Drain Pipe	120 lin.ft.	4.50	540.00
			$ 83,860.00

Structures Subtotal	$1,149,898.50
Excavation for Signal Line Clearance at E. Celilo O'xing — All Required	$ 200.00
Subtotal	$1,150,098.50
10% Engr. & Cont.	115,009.50
Total	$1,265,108.00

Length of Roadway (Paving)- - - - - - -7.305 miles
Length of Roadway (Grading) - - - - - -0.670 miles
Length of 5 Structures - - - - - - - -0.406 miles
Total Length- - - - - - - - - - - - - -8.381 miles
Cost of Roadway (Grade & Pave) per mile - - - - - -$282,550.85
Cost of Roadway (Grading) per mile- - - - - - - -$699,258.20

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	U.P.R.R. Funds
Roadway (Grade and Pave)	$2,064,034.00	$1,860,000.00	$201,034.00	$3,000.00
Roadway (Grading)	468,503.00	422,000.00	46,503.00	-
Structures	1,265,108.00	1,140,000.00	125,108.00	-
	$3,797,645.00	$3,422,000.00	$372,645.00	$3,000.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

SUMMARY OF FUND RETAINED IN PS&E STATUS

Description	Total Cost	Federal Funds	State Funds
Pacific Power & Light Co.	$ 6,600.00	$ 6,000.00	$ 600.00
Pacific Northwest Bell	3,300.00	3,000.00	300.00
	$ 9,900.00	$ 9,000.00	$ 900.00

BIG EDDY-CELILO SECTION

Project No. I-SON-3(41)86

Estimated cost of work by the Union Pacific Railroad Company:

1. Railroad Work

Labor		$ 88,432.00
Material		50,505.00
Salvage Credit		- 341.00 Credit
		$138,596.00

2. R.R. Protective Services

1 Section Foreman		$ 21.36 per shift
2 Section Laborers		36.48 per shift
		$ 57.84 per shift
Payroll additives (30%)		$ 17.35 per shift
Travel Cost $3.45x3		10.35 per shift
		$ 85.54 per shift
Structures	189 shifts $85.54 =	$ 16,167.06
Roadwork adjacent R.R.	18 shifts $85.54 =	1,539.72
		$ 17.706.78
	Use	$ 18,000.00

Estimated cost of work by Oregon Trunk Railway:

1. Railroad Work

Labor	$ 23,468.56
Materials	52,842.44
Salvage Credit	-28,976.00
	$ 47,335.00

2. R.R. Protective Services

1 Section Foreman		$ 20.55 per shift
2 Laborers		36.36 per shift
		$ 56.91 per shift
Travel Cost $3.52x3		10.56 per shift
Payroll additives (30%)		17.07 per shift
		$ 84.54 per shift
West Celilo O'xing	63 shifts $84.54	$ 5,326.02
Roadway Embankment Adjacent to R.R.	15 shifts 84.54	1,268.10
		$ 6,594.12
	Use	$ 6,000.00

Oregon State Highway Department

Federal-Aid
Project No. I-80N-3(41)86

BIG EDDY-CELILO SECTION OF THE

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 11, 1964

Type Code 6201
Roadway (Grade and Pave) (Sta. 2565+00 thru Equa. 2605+59.87 = 21+00 to Sta. 80+00)

Clearing and Grubbing	All Required (20%)			$ 2,000.00
Ditch Excavation, Unclassified	800	cu.yds.	$ 1.50	1,200.00
Trench Excavation, Unclassified	800	cu.yds.	3.00	2,400.00
General Excavation, Unclassified	573,800	cu.yds.	0.75	430,350.00
Embankment in Place	57,200	cu.yds.	0.45	25,740.00
Extra for Selected Subgrade Material	34,900	cu.yds.	0.20	6,980.00
Overhaul	265,200	C-yd.sta.	0.60	159,120.00
Finishing Roadbed and Slopes	All Required (10%)			500.00
Seeding	30	acres	150.00	4,500.00
Mulching	30	acres	200.00	6,000.00
Grass Seed, Crested Wheatgrass	300	lbs.	1.00	300.00
Grass Seed, Sherman Big Bluegrass	120	lbs.	0.45	54.00
Inorganic Fertilizer, 10-16-8	120	cwt.	7.00	840.00
18-inch Culvert Pipe	630	lin.ft.	5.00	3,150.00
24-inch Culvert Pipe	650	lin.ft.	8.00	5,200.00
36-inch Culvert Pipe	50	lin.ft.	14.50	725.00
18-inch Metal Culvert Pipe	74	lin.ft.	5.00	370.00
30-inch Metal Cleanout	All Required			300.00
Extra for Pipe Under Pavement	26	lin.ft.	5.00	130.00
Extra for Pipe Under Railroad	All Required (65%)			487.50
6-inch Perforated Metal Drain Pipe	2,300	lin.ft.	2.00	4,600.00
8-inch Perforated Metal Drain Pipe	1,330	lin.ft.	2.50	3,325.00
10-inch Perforated Metal Drain Pipe	340	lin.ft.	3.00	1,020.00
8-inch Metal Drain Pipe	410	lin.ft.	2.50	1,025.00
Special Backfill in Drains	720	cu.yds.	6.00	4,320.00
18-inch Culvert End Sections	5	only	30.00	150.00
Concrete Inlets, Type D	1	only	150.00	150.00
Concrete Inlets, Type G-1	4	only	125.00	500.00
Concrete Manholes	2	only	300.00	600.00
Reinforced Ditch Lining	450	sq.yd.	8.00	3,600.00
Concrete End Pieces	1	only	250.00	250.00
6-inch Cast Iron Pipe	130	lin.ft.	3.00	390.00
Metal Guard Rail	102,000	lin.ft.	2.50	255,000.00
Metal Median Barrier	3,200	lin.ft.	3.75	12,000.00

Rail End Pieces	50	only	$ 5.00	$ 250.00
Guard Rail-Salvaged Barricade	650	lin.ft.	1.50	975.00
Guide Posts, W-1	420	only	7.00	2,940.00
Guide Posts, Y-2	24	only	7.50	180.00
Guide Posts, Y-3	1	only	8.00	8.00
Type 1 Fence	330	rod	7.00	2,310.00
Type 2 Fence	350	rod	8.00	2,800.00
16' Type 2 Double Gates	1	only	150.00	150.00
Rock Backfill	2,800	cu.yds.	2.50	7,000.00
Plant-Mix Stone Base	118,900	tons	1.50	178,350.00
3/4" - 0 Material in Leveling Course	25,600	tons	1.60	40,960.00
Gravel Blanket	1,000	cu.yds.	1.50	1,500.00
Stone Railroad Topping	270	cu.yds.	3.00	810.00
Sprinkling	4,290	M-gals.	3.00	12,870.00
Plant-Mix Bituminous Base	25,500	tons	3.85	98,175.00
Asphalt in Bituminous Base	1,140	tons	32.00	36,480.00
Asphaltic Concrete Mixture	55,100	tons	3.95	217,645.00
Asphalt in Mixture	3,040	tons	32.00	97,280.00
RS-1 Asphalt	22	tons	50.00	1,100.00
Detour Surfacing	15,000	sq.yds.	1.50	22,500.00
Asphaltic Concrete Curbs	1,000	lin.ft.	1.00	1,000.00
Asphaltic Concrete Traffic Markers, Type L	220	lin.ft.	1.00	220.00
Retaining Walls				
Shoring, Cribbing, etc.	All Required (80%)			4,000.00
Structural Excavation	1,700	cu.yds.	5.00	8,500.00
Structural Excavation Below Elevations Shown	180	cu.yds.	8.00	1,440.00
Class "A" Concrete	640	cu.yds.	70.00	44,800.00
Metal Reinforcement	82,500	lbs.	0.13	10,725.00
Wishram RR Bridge Stairway				
Timber Stairway	All Required			1,000.00
Signing				
Removal of Existing Sign Installations	All Required			100.00
Sign Support Footings	All Required			460.00
Pipe Sign Posts	All Required			760.00
Painted Wood Sign Posts	All Required			1,485.00
Type "A" Signs in Place	252	sq.ft.	6.50	1,638.00
Type "C" and "D" Signs in Place	260	sq.ft.	3.65	949.00
Type "F" and "G" Signs in Place	41	sq.ft.	4.00	164.00
				$1,738,800.50
Flagging (57½% of Contractor's Cost)	All Required (95%)			$ 7,125.00

Utilities			
Work by Pacific Power and Light Co.	All Required (70%)		$ 4,200.00
Work by Pacific N.W. Bell	All Required (90%)		2,700.00
Work by U.P. Railroad Co.:			
Railroad Work	All Required		138,596.00
RR Protective Services	All Required		18,000.00
Work by Oregon Trunk Railway:			
Railroad Work	All Required		47,335.00
RR Protective Services	All Required		6,000.00
			$ 216,831.00
	Subtotal		$1,962,756.50
	10% Engr. & Cont.		196,275.50
	Total		$2,159,032.00

Type Code 0010
Roadway (Grading)(Sta. 80+00 to Sta. 123+00)

Clearing and Grubbing	All Required (30%)		$ 8,000.00
Trench Excavation, Unclassified	430 cu.yds.	$ 3.00	1,290.00
General Excavation, Unclassified	177,200 cu.yds.	0.75	132,900.00
Embankment in Place	254,800 cu.yds.	0.45	114,660.00
Extra for Selected Subgrade Material	9,900 cu.yds.	0.20	1,980.00
Overhaul	8,800 C-yd.sta.	0.60	5,280.00
Finishing Roadbed and Slopes	All Required (90%)		4,500.00
Seeding	15 acres	150.00	2,250.00
Mulching	15 acres	200.00	3,000.00
Grass Seed, Crested Wheatgrass	140 lbs.	1.00	140.00
Grass Seed, Sherman Big Bluegrass	60 lbs.	0.45	27.00
Inorganic Fertilizer, 10-16-8	60 cwt.	7.00	420.00
Wire Netting	5 acres	1,500.00	7,500.00
18-inch Culvert Pipe	1,240 lin.ft.	5.00	6,200.00
Extra for Pipe Under Railroad	All Required (35%)		262.50
18-inch Culvert End Sections	11 only	30.00	330.00
Concrete Manholes	1 only	300.00	300.00
Reconstruction of Manholes	1 only	300.00	300.00
Reinforced Ditch Lining	470 sq.yds.	8.00	3,760.00
Septic Tank	All Required		3,000.00
Type 1 Fence	190 rods	7.00	1,330.00
24-foot Cattle Guard	2 only	1,500.00	3,000.00
Plant-Mix Stone Base	3,100 tons	1.50	4,650.00
3/4" - 0 Material in Leveling Course	900 tons	1.60	1,440.00
Stone Railroad Topping	470 cu.yds.	3.00	1,410.00
Sprinkling	1,390 M-gals.	3.00	4,170.00
Asphaltic Concrete Mixture	500 tons	3.95	1,975.00

Asphalt in Mixture	30 tons	$ 32.00	$ 960.00
Gravel Blanket	11,000 cu.yds.	1.50	16,500.00
Retaining Walls			
Shoring, Cribbing, etc.	All Required (20%)		$ 1,000.00
Structural Excavation	200 cu.yds.	5.00	1,000.00
Structural Excavation Below Elevations Shown	20 cu.yds.	8.00	160.00
Class "A" Concrete	200 cu.yds.	70.00	14,000.00
Metal Reinforcement	27,500 cu.yds.	0.13	3,575.00
			$ 351,269.50
Flagging (57½ of Contractor's Cost)	All Required (5%)		$ 7,500.00
Utilities			
Work by Pacific Power and Light Co.	All Required (30%)		$ 1,800.00
Work by Pacific N.W. Bell	All Required (10%)		300.00
			$ 2,100.00
	Subtotal		$ 360,369.50
	10% Engr. & Cont.		36,086.50
	Total		$ 396,956.00

Type Code X171
Five Mile O'xing (Br. 8924) (Sta. Lw2596+06 to Sta. Lw2600+79.42)

Shoring, Cribbing, etc.	All Required		$ 7,000.00
Structural Excavation	380 cu.yds.	$ 10.00	3,800.00
Structural Excavation Below Elevation Shown	40 cu.yds.	10.00	400.00
Furnish 10" BP 48# Steel Piling	125 lin.ft.	4.50	562.50
Drive Steel Piles	10 only	100.00	1,000.00
Splice Steel Piles	2 only	40.00	80.00
Class "A" Concrete (695 cu.yds. $80.00)	All Required		55,600.00
70' to 75' Type III Prestressed Beams	8 only	1,500.00	12,000.00
Metal Reinforcement (146,000 lbs. $0.125)	All Required		18,250.00
Structural Steel (184,800 lbs. $0.24)	All Required		44,352.00
Metal Parapet Railing	755 lin.ft.	6.00	4,530.00
8-inch Metal Drain Pipe	70 lin.ft.	4.00	280.00
6-inch Standard Steel Pipe	100 lin.ft.	12.00	1,200.00
			$ 149,054.50

Type Code X571
Oregon Trunk Jct. O'xing (Br. 8923)(Sta. Lw21+57.50 to Sta. Lw27+13.50)

Shoring, Cribbing, etc.	All Required		$ 10,000.00
Structural Excavation	800 cu.yds.	$ 5.00	4,000.00

Structural Excavation Below Elevations Shown	80 cu.yds.	$ 5.00	$ 400.00
Furnish 10" BP 42# Steel Piling	1,430 lin.ft.	4.50	6,435.00
Drive Steel Piles	62 only	75.00	4,650.00
Splice Steel Piles	15 only	40.00	600.00
Class "A" Concrete (1,078 cu.yds. $80.)	All Required		86,240.00
50' to 55' Type III Prestressed Beams	1 only	1,000.00	1,000.00
55' to 60' Type III Prestressed Beams	11 only	1,000.00	11,000.00
65' to 70' Type III Prestressed Beams	4 only	1,300.00	5,200.00
70' to 75' Type III Prestressed Beams	8 only	1,400.00	11,200.00
Metal Reinforcement (196,000 lbs. $0.125)	All Required		24,500.00
Structural Steel (173,700 lbs. $0.24)	All Required		41,688.00
Metal Parapet Railing	1,112 lin.ft.	6.00	6,672.00
8-inch Metal Drain Pipe	60 lin.ft.	4.00	240.00
6-inch Standard Steel Pipe	60 lin.ft.	12.00	720.00
			$ 214,545.00

Type Code X171
West Celilo O'xing (Br. 8933)(Sta. L 42+57 to Sta. L 47+07)

Shoring, Cribbing, etc.	All Required		$ 10,000.00
Structural Excavation	1,100 cu.yds.	$ 6.00	6,600.00
Structural Excavation Below Elevations Shown	100 cu.yds.	8.00	800.00
Furnish 10" BP 42# Steel Piling	510 lin.ft.	4.50	2,295.00
Drive Steel Piles	24 only	80.00	1,920.00
Splice Steel Piles	6 only	40.00	240.00
Class "A" Concrete (1,565 cu.yds. $80.)	All Required		125,200.00
Metal Reinforcement (345,200 lbs. $0.125)	All Required		43,150.00
Structural Steel (327,600 lbs. $0.24)	All Required		78,624.00
Metal Parapet Railing	796 lin.ft.	6.00	4,776.00
8-inch Metal Drain Pipe	150 lin.ft.	4.00	600.00
6-inch Standard Steel Pipe	150 lin.ft.	12.00	1,800.00
			$ 276,005.00

Type Code X171
East Celilo O'xing (Br. 8831)(Sta. Lw116+06 to Sta. Lw122+20)

Shoring, Cribbing, etc.	All Required		$ 10,000.00
Structural Excavation	1,050 cu.yds.	$ 5.00	5,250.00
Structural Excavation Below Elevations Shown	100 cu.yds.	5.00	500.00
Class "A" Concrete (2,115 cu.yds. at $80.00)	All Required		169,200.00
Metal Reinforcement (517,400 lbs. $0.125)	All Required		64,675.00
Structural Steel (679,400 lbs. $0.24)	All Required		163,056.00
Metal Parapet Railing	1,119 lin.ft.	6.00	6,714.00
8-inch Metal Drain Pipe	120 lin.ft.	4.00	480.00
6-inch Standard Steel Pipe	100 lin.ft.	12.00	1,200.00
			$ 421,075.00

Type Code X231
Celilo Interchange O'xing (Br. 8934)(Sta. L 102+20 to Sta. L 1034+67)

Shoring, Cribbing, etc.	All Required		$ 6,000.00
Structural Excavation	650 cu.yds.	$ 6.00	3,900.00
Structural Excavation Below Elevations Shown	70 cu.yds.	10.00	700.00
Class "A" Concrete (508 cu.yds. $80.)	All Required		40,640.00
45' to 50' Type II Prestressed Beams	30 only	700.00	21,000.00
Metal Reinforcement (109,600 lbs. $0.125)	All Required		13,700.00
8-inch Metal Drain Pipe	120 lin.ft.	4.00	480.00
			$ 86,420.00
	Subtotal		$1,147,099.50
	10% Engr. & Cont.		114,709.50
	Total		$1,261,809.00

Length of Roadway (Paving) - - - - - - - - 7.305 miles
Length of Roadway (Grading)- - - - - - - - 0.670 mile
Length of 5 Structures - - - - - - - - - - 0.406 mile
Total Length - - - - - - - - - - - - - - - 8.381 miles
Cost of Roadway (Grade & Pave) per Mi. - $295,555.37
Cost of Roadway (Grading) per mile - - - $592,471.64

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Grade & Pave)	$2,159,032.00	$1,986,000.00	$173,032.00
Roadway (Grading)	396,956.00	365,000.00	31,956.00
Structures	1,261,809.00	1,160,000.00	101,809.00
	$3,817,797.00	$3,511,000.00	$306,797.00

BIG BODY-CELILO SECTION

Project No. I-SON-3(41)36

Estimated cost of work by the Union Pacific Railroad Company.

1. Railroad Work

Labor	$ 88,432.00
Material	50,505.00
Salvage Credit	- 341.00 Credit
	$138,596.00

2. R.R. Protective Services

1 Section Foreman	$ 21.36 per shift
2 Section Laborers	36.48 per shift
	$ 57.84 per shift
Payroll additives (30%)	$ 17.35 per shift
Travel Cost $3.45 x 3	10.35 per shift
	$ 85.54

Structures 189 shifts @ $85.54 = $ 16,167.06
Roadwork adjacent RR 18 shifts @ 85.54 = 1,539.72

$ 17,706.78

Use $ 18,000.00

Estimated cost of work by Oregon Trunk Railway.

1. Railroad Work

Labor	$23,468.56
Materials	52,842.44
Salvage Credit	- 28,976.00 Credit
	$47,335.00

2. R.R. Protective Services

1 Section Foreman	$ 20.55 per shift
2 Laborers	36.36 per shift
	$ 56.91 per shift
Travel Cost $3.52 x 3	$ 10.56 per shift
Payroll additives (30%)	17.07 per shift
	$ 84.54 per shift

West Celilo Coding	63 shifts	@ $84.54=	$ 5,326.02
Roadway embankment adjacent to R.R.	15 shifts	@ 84.54=	1,268.10
			$ 6,594.12
		Use	$ 6,000.00

BIG EDDY-CELILO SECTION

Project No. I-80N-3(41)86

Prestressed Beam Quantities

50'-55' Beams, Type III

Overhead			$ 100.00
Class "AA" Concrete	8.3 cu.yds.	$65.00	539.50
Metal Reinforcement	730 lbs.	0.12	87.60
Prestress Steel	650 lbs.	0.40	260.00
			$ 987.10

55'-60' Beams, Type III

Overhead			$ 100.00
Class "AA" Concrete	8.4 cu.yds.	$65.00	546.00
Metal Reinforcement	730 lbs.	0.12	87.60
Prestress Steel	660 lbs.	0.40	264.00
			$ 997.60

65'-70' Beams, Type III

Overhead			$ 125.00
Class "AA" Concrete	10.2 cu.yds.	$65.00	663.00
Metal Reinforcement	1,030 lbs.	0.12	123.60
Prestress Steel	1,020 lbs.	0.40	408.00
			$1,319.60

70'-75' Beams, Type III

Overhead			$ 125.00
Class "AA" Concrete	10.7 cu.yds.	$65.00	695.60
Metal Reinforcement	1,030 lbs.	0.12	123.60
Prestress Steel	1,240 lbs.	0.40	496.00
			$1,440.10

45'-50 Beams, Type II

Overhead			$ 100.00
Class "AA" Concrete	4.8 cu.yds.	$65.00	312.00
Metal Reinforcement	665 lbs.	0.12	79.80
Prestress Steel	536 lbs.	0.40	214.40
			$ 706.20

Prestressed Beam Quantities

70'-75' Beams, Type III (Br. 8924)

Overhead			$ 125.00
Class "AA" Concrete	10.9 cu.yds.	$65.00	708.50
Metal Reinforcement	1,186 lbs.	0.12	142.32
Prestress Steel	1,369 lbs.	0.40	543.60
			$1,519.42

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(41)86

BIG EDDY-CELILO SECTION OF THE

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 9, 1964

Type Code 6201
Roadway (Grade and Pave)(Sta. 2565+00 thru Equa. 2905+59.87= 21+00 to Sta. 80+00)

Clearing and Grubbing	All Required (20%)			$ 2,000.00
Ditch Excavation, Unclassified	800	cu.yd.	$ 1.50	1,200.00
Trench Excavation, Unclassified	800	cu.yd.	3.00	2,400.00
General Excavation, Unclassified	573,800	cu.yd.	0.75	430,350.00
Embankment in Place	57,200	cu.yd.	0.45	25,740.00
Extra for Selected Subgrade Material	34,900	cu.yd.	0.20	6,980.00
Overhaul	265,200	C-yd.sta.	0.60	159,120.00
Finishing Roadbed and Slopes	All Required (10%)			500.00
Seeding	30	acre	150.00	4,500.00
Mulching	30	acre	200.00	6,000.00
Grass Seed, Crested Wheatgrass	300	lb.	1.00	300.00
Grass Seed, Sherman Big Bluegrass	120	lb.	0.45	54.00
Inorganic Fertilizer, 10-16-8	120	cwt.	7.00	840.00
18-inch Culvert Pipe	630	lin.ft.	5.00	3,150.00
24-inch Culvert Pipe	650	lin.ft.	8.00	5,200.00
36-inch Culvert Pipe	50	lin.ft.	14.50	725.00
18-inch Metal Culvert Pipe	74	lin.ft.	5.00	370.00
30-inch Metal Clearcut	All Required			300.00
Extra for Pipe under Pavement	26	lin.ft.	5.00	130.00
Extra for Pipe under Railroad	All Required (65%)			487.50
6-inch Perforated Metal Drain Pipe	2,300	lin.ft.	2.00	4,600.00
8-inch Perforated Metal Drain Pipe	1,330	lin.ft.	2.50	3,325.00
10-inch Perforated Metal Drain Pipe	340	lin.ft.	3.00	1,020.00
8-inch Metal Drain Pipe	410	lin.ft.	2.50	1,025.00
Special Backfill in Drain	720	cu.yd.	6.00	4,320.00
18-inch Culvert End Sections	5	only	30.00	150.00
Concrete Inlets, Type D	1	only	150.00	150.00
Concrete Inlets, Type G-1	4	only	125.00	500.00
Concrete Manholes	2	only	300.00	600.00
Reinforced Ditch Lining	450	sq.yd.	8.00	3,600.00
Concrete End Pieces	1	only	250.00	250.00
6-inch Cast Iron Pipe	130	lin.ft.	3.00	390.00
Metal Guard Rail	102,000	lin.ft.	2.50	255,000.00
Metal Median Barrier	3,200	lin.ft.	3.75	12,000.00
Rain End Pieces	50	only	5.00	250.00
Guard Rail-Salvaged Barricade	650	lin.ft.	1.50	975.00
Guide Posts, W-1	420	only	7.00	2,940.00
Guide Posts, Y-2	24	only	7.50	180.00
Guide Posts, Y-3	1	only	8.00	8.00

Type 1 Fence	330	rod	$ 7.00	$ 2,310.00
Type 2 Fence	350	rod	8.00	2,800.00
16' Type 2 Double Gates	1	only	150.00	150.00
Rock Backfill	2,800	cu.yd.	2.50	7,000.00
Plant-Mix Stone Base	138,700	ton	1.50	208,050.00
3/4" - 0 Material in Leveling Course	25,600	ton	1.60	40,960.00
Gravel Blanket	1,000	cu.yd.	1.50	1,500.00
Stone Railroad Topping	270	cu.yd.	3.00	810.00
Sprinkling	4,290	M-gal.	3.00	12,870.00
Plant-Mix Bituminous Base	25,500	ton	3.85	98,175.00
Asphalt in Bituminous Base	1,140	ton	32.00	36,480.00
Asphaltic Concrete Mixture	55,100	ton	3.95	217,645.00
Asphalt in Mixture	3,040	ton	32.00	97,280.00
RS-1 Asphalt	22	ton	50.00	1,100.00
Detour Surfacing	15,000	sq.yd.	1.50	22,500.00
Asphaltic Concrete Curbs	1,000	lin.ft.	1.00	1,000.00
Asphaltic Concrete Traffic Markers, Type L	220	lin.ft.	1.00	220.00
Retaining Walls				
Shoring, Cribbing, etc.	All Required (80%)			4,000.00
Structural Excavation	1,700	cu.yd.	5.00	8,500.00
Structural Excavation Below Elevation Shown	180	cu.yd.	8.00	1,440.00
Class "A" Concrete	640	cu.yds.	70.00	44,800.00
Metal Reinforcement	82,500	lbs.	0.13	10,725.00
Wishram R.R. Bridge Stairway				
Timber Stairway	All Required			1,000.00
Signing				
Removal of Existing Sign Installations	All Required			100.00
Sign Support Footings	All Required			460.00
Pipe Sign Posts	All Required			760.00
Painted Wood Sign Posts	All Required			1,485.00
Type "A" Signs in Place	252	sq.ft.	6.50	1,638.00
Type "C" and "D" Signs in Place	260	sq.ft.	3.65	949.00
Type "F" and "G" Signs in Place	41	sq.ft.	4.00	164.00
				$1,768,500.50
Flagging (57½% of Contractor's Cost)	All Required (95%)			$ 7,125.00
Utilities				
Work by Pacific Power and Light Co.	All Required (70%)			4,200.00
Work by Pacific N.W. Bell	All Required (90%)			2,700.00
Work by U.P. Railroad Co.				
Railroad Work	All Required			138,596.00
R.R. Protective Services	All Required			18,000.00
Work by Oregon Trunk Railway				
Railroad Work	All Required			47,335.00
R.R. Protective Services	All Required			6,000.00
				$ 216,831.00

		Subtotal		$1,992,456.50
		10% Engr. & Cont.		199,245.50
		Total		$2,191,702.00

Type Code 0010
Roadway (Grading)(Sta. 80+00 to Sta. 123+00)

Clearing and Grubbing	All Required (80%)			$ 8,000.00
Trench Excavation, Unclassified	430	cu.yd.	$ 3.00	1,290.00
General Excavation, Unclassified	177,200	cu.yd.	0.75	132,900.00
Embankment in Place	254,800	cu.yd.	0.45	114,660.00
Extra for Selected Subgrade Material	9,900	cu.yd.	0.20	1,980.00
Overhaul	8,800	C-yd.sta.	0.60	5,280.00
Finishing Roadbed and Slopes	All Required (90%)			4,500.00
Seeding	15	acre	150.00	2,250.00
Mulching	15	acre	200.00	3,000.00
Grass Seed, Crested Wheatgrass	140	lb.	1.00	140.00
Grass Seed, Sherman Big Bluegrass	60	lb.	0.45	27.00
Inorganic Fertilizer, 10-16-8	60	cwt.	7.00	420.00
Wire Netting	5	acre	1,500.00	7,500.00
18-inch Culvert Pipe	1,240	lin.ft.	5.00	6,200.00
Extra for Pipe under Railroad	All Required (35%)			262.50
18-inch Culvert End Sections	11	only	30.00	330.00
Concrete Manholes	1	only	300.00	300.00
Reconstruction of Manholes	1	only	300.00	300.00
Reinforced Ditch Lining	470	sq.yd.	8.00	3,760.00
Septic Tank	All Required			3,000.00
Type 1 Fence	190	rod	7.00	1,330.00
24-foot Cattle Guard	2	only	1,500.00	3,000.00
Plant-Mix Stone Base	3,300	tons	1.50	4,950.00
3/4" - 0 Material in Leveling Course	900	tons	1.60	1,440.00
Stone Railroad Topping	470	cu.yd.	3.00	1,410.00
Sprinkling	1,390	M-gal.	3.00	4,170.00
Asphaltic Concrete Mixture	500	ton	3.95	1,975.00
Asphalt in Mixture	30	ton	32.00	960.00
Gravel Blanket	11,000	cu.yd.	1.50	16,500.00
Retaining Walls				
Shoring, Cribbing, etc.	All Required (20%)			1,000.00
Structural Excavation	200	cu.yd.	5.00	1,000.00
Structural Excavation Below Elevation Shown	20	cu.yd.	8.00	160.00
Class "A" Concrete	200	cu.yd.	70.00	14,000.00
Metal Reinforcement	27,500	cu.yd.	0.13	3,575.00
				$ 351,569.50
Flagging (57½ of Contractor's Cost)	All Required (5%)			7,500.00
Utilities				
Work by Pacific Power and Light Co.	All Required (30%)			$ 1,800.00
Work by Pacific N.W. Bell	All Required (10%)			300.00
				$ 2,100.00

	Subtotal		$ 361,169.50
	10% Engr. & Cont.		36,116.50
	Total		$ 397,286.00

Type Code X171
Five Mile O'xing (Br. 8924)(Sta. Lw 2597+06 to Sta. Lw 2600+79.42)

Shoring, Cribbing, etc.	All Required		$ 7,000.00
Structural Excavation	380 cu.yd.	$ 10.00	3,800.00
Structural Excavation Below Elevation Shown	40 cu.yd.	10.00	400.00
Furnish 10' BP 42# Steel Piling	125 lin.ft.	4.50	562.50
Drive Steel Piles	10 only	100.00	1,000.00
Splice Steel Piles	2 only	40.00	80.00
Class "A" Concrete (695 cu.yds. $80.00)	All Required		55,600.00
70' to 75' Type III Prestressed Beams	8 only	1,500.00	12,000.00
Metal Reinforcement (146,000 lbs. $0.125)	All Required		18,250.00
Structural Steel (184,800 lbs. $0.24)	All Required		44,352.00
Metal Parapet Railing	755 lin.ft.	6.00	4,530.00
8-inch Metal Drain Pipe	70 lin.ft.	4.00	280.00
6-inch Standard Steel Pipe	100 lin.ft.	12.00	1,200.00
			$ 149,054.50

Type Code X171
Oregon Trunk Jct. O'xing (Br. #8923)(Sta. Lw 21+57.50 to Sta. Lw27+13.50)

Shoring, Cribbing, etc.	All Required		$ 10,000.00
Structural Excavation	800 cu.yd.	$ 5.00	4,000.00
Structural Excavation Below Elevation Shown	80 cu.yd.	5.00	400.00
Furnish 10' BP 42# Steel Piling	1,430 lin.ft.	4.50	6,435.00
Drive Steel Piles	62 only	75.00	4,650.00
Splice Steel Piles	15 only	40.00	600.00
Class "A" Concrete (1,078 cu.yds. $80.00)	All Required		86,240.00
50' to 55' Type III Prestressed Beams	1 only	1,000.00	1,000.00
55' to 60' Type III Prestressed Beams	11 only	1,000.00	11,000.00
65' to 70' Type III Prestressed Beams	4 only	1,300.00	5,200.00
70' to 75' Type III Prestressed Beams	8 only	1,400.00	11,200.00
Metal Reinforcement (196,000 lbs. $0.125)	All Required		24,500.00
Structural Steel (173,700 lbs. $0.24)	All Required		41,688.00
Metal Parapet Railing	1,112 lin.ft.	6.00	6,672.00
8-inch Metal Drain Pipe	60 lin.ft.	4.00	240.00
6-inch Standard Steel Pipe	60 lin.ft.	12.00	720.00
			$ 214,545.00

Type Code X171
West Collio O'xing (Br. #8933)(Sta. L 42+57 to Sta. L 47+07)

Shoring, Cribbing, etc.	All Required		$ 10,000.00
Structural Excavation	1,100 cu.yds.	$ 6.00	6,600.00
Structural Excavation Below Elevation Shown	100 cu.yd.	8.00	800.00
Furnish 10' BP 42# Steel Piling	510 lin.ft.	4.50	2,295.00

Drive Steel Piles	24 only	$ 80.00	$ 1,920.00
Splice Steel Piles	6 only	40.00	240.00
Class "A" Concrete (1,565 cu.yds. $80.00)	All Required		125,200.00
Metal Reinforcement (345,200 lbs. $0.125)	All Required		43,150.00
Structural Steel (327,600 lbs. $0.24)	All Required		78,624.00
Metal Parapet Railing	796 lin.ft.	6.00	4,776.00
8-inch Metal Drain Pipe	150 lin.ft.	4.00	600.00
6-inch Standard Steel Pipe	150 lin.ft.	12.00	1,800.00
			$ 276,005.00

Type Code X171
East Calilo O'xing (Br. #8831)(Sta. Lw 116+06 to Sta. Lw 122+20)

Shoring, Cribbing, etc.	All Required		$ 10,000.00
Structural Excavation	1,050 cu.yd.	$ 5.00	5,250.00
Structural Excavation Below Elevation Shown	100 cu.yd.	5.00	500.00
Class "A" Concrete (2,115 cu.yds. $80.00)	All Required		169,200.00
Metal Reinforcement (517,400 lbs. $0.125)	All Required		64,675.00
Structural Steel (679,400 lbs. $0.24)	All Required		163,056.00
Metal Parapet Railing	1,119 lin.ft.	6.00	6,714.00
8-inch Metal Drain Pipe	120 lin.ft.	4.00	480.00
6-inch Standard Steel Pipe	100 lin.ft.	12.00	1,200.00
			$ 421,075.00

Type Code X281
Calilo Interchange O'xing (Br. #8934)(Sta. L 102+20 to Sta. L 103+67)

Shoring, Cribbing, etc.	All Required		$ 6,000.00
Structural Excavation	650 cu.yds.	$ 6.00	3,900.00
Structural Excavation Below Elevation Shown	70 cu.yd.	10.00	700.00
Class "A" Concrete (506 cu.yds. $80.00)	All Required		40,640.00
45' to 50' Type II Prestressed Beams	30 only	700.00	21,000.00
Metal Reinforcement (109,600 lbs. $0.125)	All Required		13,700.00
8-inch Metal Drain Pipe	120 lin.ft.	4.00	480.00
			$ 86,420.00

Subtotal	$1,147,099.50
10% Engr. & Cont.	114,709.50
Total	$1,261,809.00

Length of Roadway (Paving)	7.305 Miles
Length of Roadway (Grading).	0.670 Mile
Length of 5 Structures	0.406 Mile
Total Length	8.381 Mile
Cost of Roadway (Grade & Pave) Per Mile. . . .	$300,027.65
Cost of Roadway (Grading) Per Mile	$592,964.17

SUMMARY OF FUNDS

Description			
Roadway (Grade & Pave)	$2,191,702.00	$2,016,000.00	$ 175,702.00
Roadway (Grading)	397,286.00	365,000.00	32,286.00
Structures	1,261,809.00	1,160,000.00	101,809.00
	$3,850,797.00	$3,541,000.00	$ 309,797.00

BIG BEND-CELLO SECTION

Project No. I-80N-3(41)86

Estimated cost of work by the Union Pacific Railroad Company

1. Railroad Work

Labor	$ 88,432.00
Material	50,505.00
Salvage Credit	- 341.00 credit
	$138,596.00

2. R. R. Protective Services

1 Section Foreman	$21.36 per shift
2 Section Laborers	36.48 per shift
	$57.84 per shift
Payroll additives (30%)	17.35 per shift
Travel Cost $3.45x3	10.35 per shift
	$85.54

Structures 189 shifts $85.54 =	$16,167.06
Roadwork adjacent RR 18 shifts 18 shifts $85.54 =	1,539.72
	$17,706.78
Use	$18,000.00

Estimated cost of work by Oregon Trunk Railway

1. Railroad Work

Labor	$23,468.56
Materials	52,842.44
Salvage Credit	- 28,976.00
	$47,335.00

2. R. R. Protective Services

1 Section Foreman	$20.55 per shift
2 Laborers	36.36 per shift
	$56.91 per shift
Travel Cost $3.52x3	10.56 per shift
Payroll additives (30%)	17.07 per shift
	$84.54

West Cellilo O'xing	63 shifts $84.54	$5,326.02
Roadway Embankment adjacent to R.R.	15 shifts $84.54	1,268.10
		$6,594.12
Use		$6,000.00

BIG BOW-CELLO SECTION

Project No. I-80N-3(41)86

Prestressed Beam Quantities

50-55' Beams Type III

Overhead			$ 100.00
Class "AA" Concrete	8.3 cu. yd.	$65.00	539.50
Metal Reinforcement	730 lbs.	0.12	87.60
Prestress Steel	650 lbs.	0.40	260.00
			$ 987.10

55'-60' Beams Type III

Overhead			$ 100.00
Class "AA" Concrete	8.4 cu. yd.	$65.00	546.00
Metal Reinforcement	730 lbs.	0.12	87.60
Prestress Steel	660 lbs.	0.40	264.00
			$ 997.60

65'-70' Beams Type III

Overhead			$ 125.00
Class "AA" Concrete	10.2 cu. yd.	$65.00	663.00
Metal Reinforcement	1,030 lbs.	0.12	123.60
Prestress Steel	1,020 lbs.	0.40	408.00
			$1,319.60

70'-75' Beams Type III

Overhead			$ 125.00
Class "AA" Concrete	10.7 cu. yd.	$65.00	695.50
Metal Reinforcement	1,030 lbs.	0.12	123.60
Prestress Steel	1,240 lbs.	0.40	496.00
			$1,440.10

45'-50' Beams Type II

Overhead			$ 100.00
Class "AA" Concrete	4.8 cu. yd.	$65.00	312.00
Metal Reinforcement	665 lbs.	0.12	79.80
Prestress Steel	536 lbs.	0.40	214.40
			$ 706.20

70'-75' Beams Type III (Br. 8924)

Overhead			$ 125.00
Class "AA" Concrete	10.9 cu. yd.	$65.00	708.50
Metal Reinforcement	1,186 lbs.	0.12	142.32
Prestress Steel	1,369 lbs.	0.40	543.60
			$1,519.42

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(41)86

BIG EDDY-CELILO SECTION OF THE

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate of cost of Railroad work by railroad forces. Not as a basis for project agreement.)

Salem, Oregon, January 27, 1964

Type Code YC.U
Railroad Adjustments (Sta. 2714+00 thru Equ. 2905+59.87 = 21+00.78 to Sta. 123+00)

*Work by Union Pacific Railroad Company (Part)	All Required	$78,429.00
	Subtotal	$78,429.00
	10% Engr. & Cont.	7,842.00
	Total	$86,271.00

Length of Project - - - - - - - - - - 0.000 mile

Federal Funds - - - - - - - - - -

Work	Labor	Materials
RR M.P. 95.13 - Hwy. O'Xing		
Rearrange Signal and Communication Lines	$ 10,100.00	$ 4,945.00
Labor and Material Additives	2,220.00	170.00
Contingencies	550.00	340.00
RR M.P. 96.90 - Hwy. O'Xing		
Rearrange Signal and Communication Lines	$ 7,300.00	$ 7,525.00
Relocate Signal 969 about 1400' eastward	1,100.00	1,575.00
Labor and Material Additives	1,850.00	340.00
Contingencies	460.00	690.00
RR M.P. 96.58 - Hwy. Grade X'ing		
Rearrange Signal and Communication Lines	$ 900.00	$ 165.00
Labor and Material Additives	190.00	60.00
Contingencies	60.00	14.00
RR M.P. 89.25 to 97.0 - Hwy. Grading		
Rearrange Signal and Communication Lines M.P. 95.7 to 96.3	$ 12,600.00	$ 3,555.00
Labor and Material Additives	3,150.00	90.00
Contingencies	630.00	195.00
	$ 51,868.00	$ 26,561.00
	GRAND TOTAL	$ 78,429.00

NOTE: Railroad Engineering and Inspection due to contractor's work will be charged to and collected on the construction projects.

BIG BODY-CELILO SECTION

PROJECT NO. I-BON

Estimated cost of work by the Union Pacific Railroad Company:

Labor	$ 88,432.00
Material	50,505.00
Salvage Credit	- 111.00 Cr.
	$138,826.00

Estimated cost of work by the Oregon Trunk Railway:

Labor	$ 23,468.56
Material	52,842.44
Salvage Credit	-28,976.00 Cr.
	$ 47,335.00

RECEIVED
DEC 21 1964
FOR FILING

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

December 11, 1964

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

D 315-2-104

W. G. JOHNSON
G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

CONSTRUCTION DIVISION
RECEIVED
DEC 17 1964
NOTED: CE ACE ACE COE

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Reference is made to your letter of November 19 concerning the elimination of rock berms shown on the State's construction plans in connection with culverts crossing the highway's "EB" line at stations 13+00, 54+00, and 57+50 on the Big Eddy-Celilo Section of Columbia River Highway, Project No. I-80N-3 (41)86.

Wish to advise that it will be satisfactory to install elbows and eliminate the rock berms at the outlet ends of the three highway culverts as proposed and illustrated on sketch attached to your letter.

Yours very truly,

W. D. Johnson

COPIES TO:
AW PARSONS
RL PORTER
LP SHAW
LH YOUNG
DEAN SWIFT
V E SHULL
F D MORGAN
12-17-64

RECEIVED
DEC 15 1964

6514

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

DECEMBER 9, 1964

File Ref. D 315 - 2 - 104

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Reference is made to your letter of November 16 concerning Oregon State Highway Department's Drawing No. 8B-31-28 showing highway cross-sections between Highway Stations 60+00 and 64+00 on the Big Eddy-Celilo section of the Columbia River Highway being constructed under Project I-80N-3(41)86.

The State's proposal to eliminate the theoretical slope line and two proposed retaining walls in this area is approved since the highway fill will rest on solid rock with the toe of slope some 40 feet from our tracks. In view of this, the State should not require the use of railroad right-of-way, and it is proposed to prepare a supplemental agreement to eliminate the easement area on railroad right-of-way in this location. Presume this will be agreeable to the State, and will forward agreement for execution after it is prepared.

Yours very truly,

W. G. Johnson

COPIES TO:
AW PARSONS
RL PORTER
PM STEPHENSON
LH YOUNG
ID MURCHANT
DEAN SWIFT
VE SHULL
NO KREIBIEL
FD MORGAN
12-14-64
I

NOTED
P. M. STEPHENSON
CONSTRUCTION DIVISION
RECEIVED
DEC 17 1964
COPY

RECEIVED
DEC 3 - 1964

L. Brown

APB TDL 9 12-2-64 2XX 358PM

ALL POINTS

GRADING COMPLETE ON BIG EDDY-CELILO SECTION, COLUMBIA RIVER HIGHWAY, US 30. CONTRACTOR HAS REMOVED ALL SIGNS. THERE IS NO WORK BEING DONE BY GRADING CONTRACTOR THAT INTERFERES WITH THE TRAVELLING PUBLIC.

RICHARD S. HAWKINS

AK
--.1,.2,.14.

NOTED
LLOYD P. SHAW

RECEIVED
DEC 3 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 30 1964
COMMISSIONERS
PHILIP L. WATKINS, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
CONFLICTING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
November 25, 1964

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland, Oregon 97212

Re: Big Eddy-Celilo Section
Columbia River Highway - Wasco County
Project No. I-80N-3(41)86 - Contract No. 6514
YOUR FILE: R. O. 75508

Gentlemen:

Your estimate and sketch map for the adjustment of the above-captioned facilities, as submitted with your letter of November 5, 1964, have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with this work as of November 24, 1964.

Reimbursement for the work performed subsequent to November 24, 1964, in the amount of $620.00, will be made in accordance with paragraph 7-e(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of your work in the bill. It will also be necessary for you to execute the X-Permit, which has been sent to you under separate cover.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
LLOYD P. SHAW

PGP:bjm

cc: L. P. Shaw
A. W. Parsons
L. H. Young
C. H. Maison
Dean Swift
V. E. Shull
R. P. Hamilton
F. W. Sugnet

RECEIVED
DEC 1 - 1964
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 24, 1964

08-35.2-DA

6:14

By: /s/ TD

A. W. Parsons, Division Engineer
Salem, Oregon

T. Doc
Engineering Coordinator

Oregon Project I-80N-3(41)86
Big Eddy-Celilo Section
Pacific N.W. Bell Telephone Company Utility Adjustment

Our memorandum dated September 14, 1964 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated November 16, 1964. Since the utility is not adequately staffed or equipped to perform a portion of the work with its own forces, the contract method of performing such work, as indicated in the estimate, is approved. Reimbursement on an agreed lump sum basis of $620.00 with Federal participation based on a pro-rata share of $516.67 is approved.

Your proposed agreement, as evidenced by your Staff Attorney's letter dated March 24, 1964, furnished with the P. S. & E. documents and the above-mentioned utility's letter dated November 5, 1964, has been reviewed. This agreement does not cover elimination of access rights. Therefore, approval of the agreement is being withheld pending submission of a fully executed permit covering access rights.

You are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-3 dated August 15, 1955 and PPM 30-4 dated December 31, 1957 and supplements thereto.

Original to file
12-1-64

RECEIVED
NOV 24 1964
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIELING, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 23, 1964

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Access Control to Railroad Property
Big Eddy-Celilo Section
Columbia River Highway - Wasco County
Project No. I-80N-3(41)86
Contract No. 6514
YOUR FILE: D 315 - 2 - 104

Gentlemen:

Attached is a copy of AASHO's Policy on Access Between Adjacent Railroads and Interstate Highways which requires that the State maintain access control as stated in the above-mentioned title. The Bureau of Public Roads now requires that this control be stipulated in all State-Railroad Agreements.

This was not included in the State-Railroad Agreement dated October 9, 1964, for the Big Eddy-Celilo Section, so it will now be necessary to execute a supplemental agreement in which the railroad will relinquish all access rights between the highway and the railroad's right of way where the rights of way are contiguous.

Please draft this Agreement and submit to this office for further handling. The following paragraph is, in our opinion, adequate for this purpose:

> The Railroad does hereby waive, relinquish and quitclaim to the State of Oregon all rights of ingress and egress to, from and between the highway and the right of way of the Railroad, insofar as said highway and said right of way are contiguous, at locations indicated on the attached exhibit, contiguous line being shown in red. Said rights shall include all existing, future or potential rights of access.

Your Mr. Tabor agreed, in his phone conversation with our Mr. Preston on November 20, to prepare the necessary exhibit map for this Agreement.

NOTED
R. L PORTER

RECEIVED
NOV 25 1964
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 23, 1964

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Access Control to Railroad Property
Big Eddy-Celilo Section
Columbia River Highway - Wasco County
Project No. I-80N-3(41)86
Contract No. 6514
YOUR FILE: D 315 - 2 - 104

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This was not included in the State-Railroad Agreement dated October 9, 1964, for the Big Eddy-Celilo Section, so it will now be necessary to execute a supplemental agreement in which the railroad will relinquish all access rights between the highway and the railroad's right of way where the rights of way are contiguous.

Please draft this Agreement and submit to this office for further handling. The following paragraph is, in our opinion, adequate for this purpose:

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Your Mr. Tabor agreed, in his phone conversation with our Mr. Preston on November 20, to prepare the necessary exhibit map for this Agreement.

NOTED
R. L PORTER

It will be necessary to include this access language in all future State-Railroad Agreements which involve projects on the Interstate System.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm
Attachment

cc: R. L. Porter
A. W. Parsons
L. P. Shaw
P. M. Stephenson
I. D. Merchant
L. H. Young
G. E. Rohde
J. N. Hershberger
W. T. Wright

RECEIVED
NOV 24 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 9-64

RECEIVED
NOV 20 1964
FOR FILING

COMMISSIONERS
GLENN A. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 19, 1964

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Elimination of Rock Berms
Big Eddy-Celilo Section
Columbia River Highway
Wasco County
Project No. I-80N-3(41)86
Contract No. 6514
YOUR FILE: D 315 - 2 - 104

Gentlemen:

Herewith you will find four (4) prints of a sketch prepared by our Resident Engineer Mr. V. E. Shull, showing the proposed method of eliminating the rock berms as shown on our construction plans (Sheets 9, 10 and 11) for culverts crossing our "EB" Line at Stations 13+00, 54+00 and 57+50.

You will note we propose to install elbows at the outlet ends of these culverts which will direct the water into ditches which will be constructed within highway right of way. This will eliminate the need for rock berms as shown on the construction plans and also the need for the 40' x 10' construction easements which were granted by the railroad to the State for this purpose.

Please review these revisions and advise us if they meet with your approval.

Very truly yours,

F. D. Morgan
Construction Engineer

NOTED
R L PORTER

TWL:bjm
encs.

cc: A. W. Parsons
R. L. Porter
L. P. Shaw
L. H. Young
Dean Swift
V. E. Shull

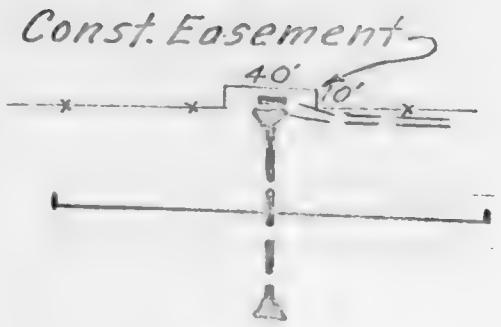
By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
NOV 20 1964
OFFICE OF
STATE HIGHWAY ENGINEER

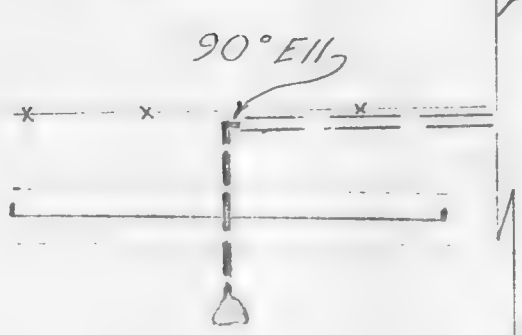
Proposed Change From Rock Berms
to Pipe Elbows
Big Eddy-Celilo Section
Columbia River Highway
Contract No. 6514
Scale 1" = 100'

"EB" 13+00 18" Culv. Pipe

AS SHOWN

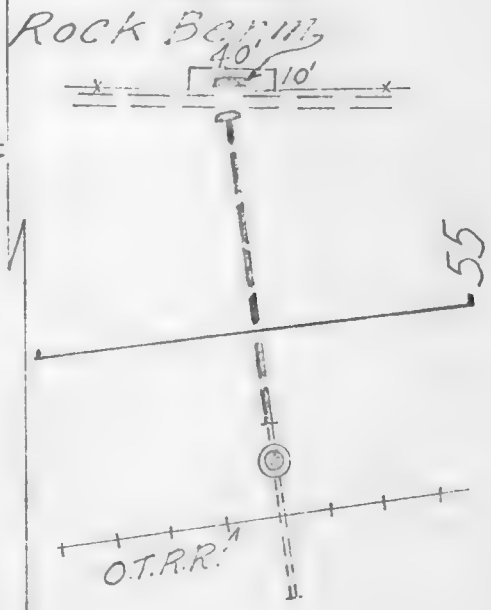


PROPOSED

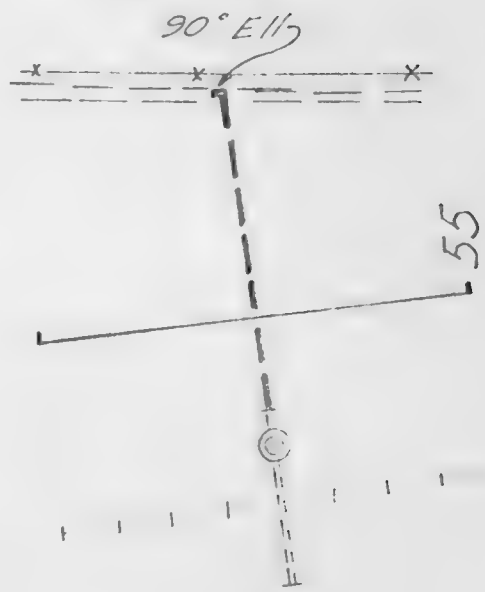


54+00 24" Culv. Pipe

AS SHOWN

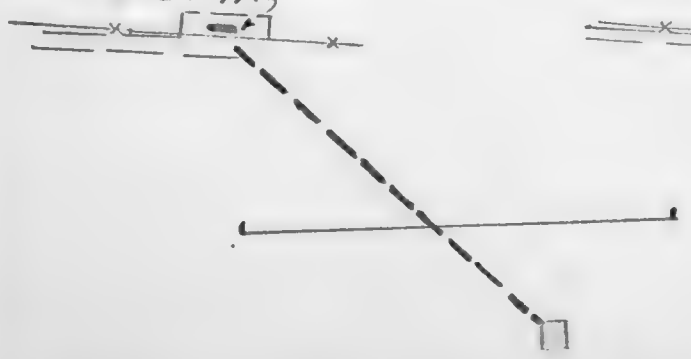


PROPOSED

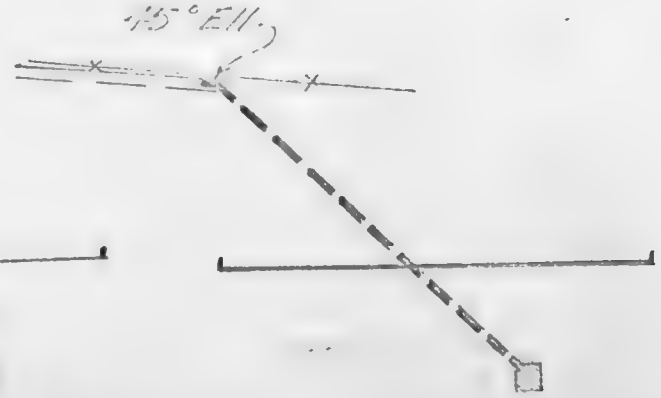


57+50 18" Culv. Pipe

AS SHOWN



PROPOSED



RECEIVED
NOV 17 1964
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
NOV 17 1964
OFFICE OF
STATE HIGHWAY ENGINEER

November 16, 1964

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Elimination of Retaining Walls
Stations 60+75 to 63+50
Big Eddy-Celilo Section
Columbia River Highway
Wasco County
Project No. I-80N-3(41)86
Contract No. 6514
YOUR FILE: D 315 - 2 - 104

Gentlemen:

On October 30, 1964 I delivered to your Mr. Glenn Tabor four prints of Drawing No. 8B-31-28 which shows cross-sections of our proposed highway from Stations 60+00 to 64+00 as it will effect your right of way in that area.

The plan which you approved by your letter of October 14, 1964 contained plans for the construction of retaining walls from Stations 60+75 ~~and~~ to 61+50 and from Stations 62+70 ~~and~~ to 63+50 between our proposed highway and your tracks (see Sheet No. 11 and Drawing No. 19518).

Field investigation by your Messrs. Tabor and Conklin and our Messrs. Krehbiel, VanCleave and Fulton with the undersigned on October 30, 1964, revealed that the construction of these walls is unnecessary. Drawing No. 8B-31-28 indicates that the highway fill slope will catch on solid rock well away from your tracks and that considerable excavation would be necessary in order to construct the walls. The fill will be constructed on a 1-1/2:1 slope with its outer 3-foot layer composed of rock as agreed previously by Mr. Tabor and Mr. Rear.

We, therefore, request your approval to eliminate these two walls as shown on Sheet No. 11 and Drawing No. 19518 of the construction plans. Inasmuch as our contractor has begun work on this project, your early attention to this matter will be appreciated.

TWL:bjm

cc: A. W. Parsons (attach.)
R. L. Porter "
P. M. Stephenson "
L. H. Young "
I. D. Merchant "
Dean Swift "
Vernon Shull "
N. D. Krehbiel "

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

FORM E-123X 50M 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. TRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
NOV 23 1964
FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 16, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Pacific N.W. Bell Telephone Co. Relocation
Big Eddy-Celilo Section
Columbia River Highway - Wasco County
Project No. I-80N-3(41)86 - Contract No. 6514
Pacific N.W. Bell File No. R. O. 65508

Dear Sir:

Herewith you will find the following data pertaining to this project:

(1) Two copies of the company's estimate of cost for doing the work, dated November 5, 1964, suitable for lump sum settlement (reimbursable work only).

(2) Two copies each of three sketch maps prepared by the company showing the work to be done.

(3) Two copies of a list of poles showing their ownership, the property they occupy, and noting those for which we are requesting participation.

Two copies of a portion of right of way map #8B-20-15, showing the right of way involved in Right of Way Files 34511 and 34512, were transmitted to you with the writer's letter of October 26, 1964. This letter concerned Pacific Power and Light Company relocation on this section.

Our staff attorney's letter of March 24, 1964, paragraph (2), page 2, obligates the State to reimburse the company 100% of the cost of relocating poles occupying private property and owned by Pacific Northwest Bell Telephone Company, and 6/10ths of the cost of relocating telephone lines contacted on poles occupying private property and owned by Pacific Power and Light Company. The company requested and received permission to prepare a lump sum estimate for the reimbursable work only which is a total of 12 conflicts.

NOTED
LLOYD P. SHAW

The State-Railroad Agreement dated October 31, 1925 provided for an exchange of lands in this area between the State and the railroad. A part of this exchange was never completed and has been included in the present agreement dated August 29, 1963. File #34512, and one power pole which has no telephone contacts on it in File #34511 is a part of this Agreement. As shown on the aforementioned list, we are not requesting participation for the cost of work in this area. The remainder of File #34511 is involved in an exchange of land with the railroad necessitated by the proposed relocation; as the railroad has deeded their portion to the State free of encumbrances, it obligates the State to relocate the poles now occupying this area to be deeded to the railroad. Therefore, we are requesting your participation in relocating that portion of the company's facilities in conflict with the proposed construction, plus those facilities now occupying File #34511. This is a total of 10 poles; thus, we are requesting your participation in 10/12ths of the total cost of making this adjustment.

Copies of a permit controlling access from the company's existing easement will be issued in the near future.

This completes the Agreement between the State and the company. Our Staff Attorney's letter describing the conflicts and establishing the obligation of the State to reimburse the company for the adjustments was submitted with the writer's letter of September 10, 1964.

Your approval of this Agreement as evidenced above and authorization to proceed with the work under the provisions of PPM 30-4 is requested on the following basis:

Total lump sum cost of $620.00

(a) State to reimburse company		$620.00
(b) Bureau of Public Roads to participate in 10/12ths of $620.00	=	$516.67

Your prompt attention to this matter is requested since both the railroad signal lines and Pacific Power and Light Company lines are now in the process of being moved. As noted on the sketches, the telephone company plans to contact

on the power company relocated poles; thus, the telephone work must be expedited so it may be coordinated with the power and signal line move in order to prevent a delay in the railroad relocation.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

PP:bjm
Attachment

cc: L. P. Shaw
D. B. Parkes (2)

PACIFIC NORTHWEST BELL TELEPHONE COMPANY
Big Eddy - Celilo Section
Columbia River Highway
Wasco County

List of conflicts located on private property:

STATION	Dist. from C/L Indicate Direction		Participation Requested	Pole Owned By	REMARKS
"L^{W}" 39+90	45'	Northerly	Yes	PP&L	Conflicts with proposed highway construction.
"L^{E}" 40+15	60'	Southerly	Yes	PP&L	
"L^{W}" 41+35	30'	Northerly	Yes	PNB	Conflict with highway construction.
"L^{W}" 42+60	5'	Southerly	Yes	PNB	
"L^{E}" 43+80	15'	Southerly	Yes	PNB	
"L" 45+10	70'	Southerly	Yes	PNB	R/W File 34511
"L" 47+30	150'	Southerly	Yes	PNB	R/W File 34511
"L" 49+80	160'	Southerly	Yes	PNB	R/W File 34511
"L" 60+22	130'	Southerly	Yes	PP&L	R/W File 34511
"L" 60+85	200'	Northerly	Yes	PP&L	U.S.A. Corps of Engineers' property.
"L" 72+25	95'	Southerly	No	PP&L	Poles on O.T.R.R. without permit. Not reimbursable as per PPM 30-3, paragraph 4b.
"L" 75+50	95'	Southerly	No.	PP&L	
"L" 79+00	110'	Southerly	No	PP&L	
"L" 82+40	145'	Southerly	No	PP&L	
"L" 86+75	210'	Southerly	No	PP&L	R/W File 34512 (1925)
"L" 87+80	205'	Southerly	No	PP&L	R/W File 34512 (1925)

FORM E-123X 50M 12-63

RECEIVED
NOV 12 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 6, 1964

Pacific Power and Light Company
Public Service Building
Portland, Oregon 97204

ATTENTION: Mr. R. H. Sallee

Re: Relocation of Distribution Facilities (P&L)
Big Eddy-Celilo Section
Columbia River Highway - Wasco County
Project No. I-80N-3(41)86
Contract No. 6514
YOUR FILE: PD-9-CE-7

Gentlemen:

Your estimate and sketch map for the adjustment of the above-captioned facilities, as submitted with your letter of October 19, 1964, have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with this work as of November 2, 1964.

Reimbursement for the work performed subsequent to November 2, 1964, in the amount of $3,588.82, will be made in accordance with paragraph 7-e(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By
T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: Union Pacific Railroad Co. - Portland
Oregon Trunk Railway - Portland

L. P. Shaw
A. W. Parsons
L. H. Young
C. H. Maison
Dean Swift
Vernon Shull
R. P. Hamilton
F. W. Sugnet

RECEIVED
NOV 9 1964
OFFICE OF
STATE HIGHWAY ENGINEER

477 Cottage Street N.E.
Salem, Oregon 97301

November 2, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
G. R. Brooks
Dist. Engineer

08-35.2-BA

A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

Oregon Project I-808-3(41)86, Big Eddy-Celilo Section
Pacific Power & Light Company Utility Adjustment

Our memorandum dated September 14, 1964 approved the P. S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the plans and estimate furnished with Mr. Litchfield's letter dated October 26, 1964. Since the utility is not adequately staffed or equipped to perform a portion of the work with its own forces, the contract method of performing such work, as indicated in the estimate, was previously approved. Reimbursement on an agreed lump sum basis of $3,588.82 with Federal participation based on a pro rata share of $2,208.58 is approved.

Your proposed agreement, as evidenced by your Staff Attorney's letter dated March 24, 1964, furnished with the P. S. & E. documents and the above mentioned utility's letter dated October 19, 1964, has been reviewed. We understand that Mr. Sailor has verbally agreed to the acceptance of an X-permit eliminating the utility's access rights. Approval of the agreement is being withheld pending submission of a fully executed permit covering access rights.

You are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work will be subject to the provisions of PPM 30-3 dated August 15, 1955 and PPM 30-4 dated December 31, 1957 as well as supplements thereto.

Copies to Hoag
cc Morgan
1-0-64

RECEIVED
NOV 10 1964
FOR FILING

Form R-204-S

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon Location of project ... Date ... NOV ... U.S. Bureau of Public Roads

Project Name Big Eddy-Celilo Date Oct. 26, 19 64

Highway ~~Columbia~~ River Contract No. 6514

County Wasco Prefix 633-1086

Contractor Rogers Construction Company F. A. Project No. I-80N-3(41)86

Address 11760 N.E. Glisan St., Portland, Ore. 97220 Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State participation in flagging costs.

NOTED
LLOYD P. SHAW

Location by station numbers:

Throughout project.

Estimate of quantities and cost:

Flagging, state share, (57½%) $7,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Stipulated in Special Provisions.
Funds provided in Project Authorization.
Work has not commenced

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 3,936,626.7[illegible]
Present estimate of project cost, including $7,500.00 for work under this order	$ 3,936,626.7[illegible]
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Vermon E. Shull
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ J. F. Putman, Ass't
Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer,~~ ~~Assistant State Highway Engineer~~ or Office Engineer.

State Printing Copy to Young 11-10-64

RECEIVED
NOV 10 1964
Forms Section

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon [illegible] of project [illegible] funds and
Date [illegible]
U.S. Bureau of Public Roads

Project Name Big Eddy-Celilo ... Date Oct. 26, 19 64

~~Highway~~ Columbia River ... Contract No. 6514

County Wasco ... Prefix 633-1086

Contractor Rogers Construction Company ... F. A. Project No. I-SON-3(41)86

Address 11760 N.E. Glisan St., Portland, Ore. 97220 ... Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construction signing as required. Furnish, install, maintain and remove directional signs as required for direction and routing traffic through project. Signs to be installed under this order consist of only those signs for which the State Highway Department has obligation to control and pay for in order to achieve the safest possible conditions for the traveling public and in order to achieve consistent uniformity throughout the state. Said signs to become the property of the state at the completion of the project.

Location by station numbers:

Throughout project.

NOTED
LLOYD P. SHAW

Estimate of quantities and cost:

Material	$ 50.00
Labor	100.00
Equipment Rental	50.00
Total	$200.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Stipulated in Special Provisions.
Funds provided in Project Authorization.
Work has not commenced.
It can best be handled by extra work order because (a) accurate itemization(OVER)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,936,626.77
Present estimate of project cost, including $ 200.00 for work under this order	$3,936,626.77
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Vernon E. Shull, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ J. F. Putman, Asst., Division Engineer

Approved /s/ L. H. Young, ~~Deputy State Highway Engineer~~ Assistant State Highway Engineer or ~~Office Engineer~~

State Printing Copy To Young 11-10-64

by the state is impractical because possible changed traffic flow patterns will result in revised traffic control schemes (b) that prosecution of the work by the contractor is subject to many variables which may alter the sequence or patterns of required traffic control measures.

This order in no way contemplates the assumption by the state of the contractor's obligation or liabilities. He shall, in accordance with the State of Oregon practice, be responsible for signs, barricades, lights, and other devices intending to (a) direct attention to hazards and dangerous conditions resulting from work under this contract, (b) to warn the traveling public of impending dangers and (c) to generally provide for the safety of the public and the workman.

NOV 2 1964

477 Cottage Street, N.E.
Salem, Oregon - 97301

October 21, 1964

08-35.EC

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-80N-3(41)86
Big Eddy-Celilo Section
Grading, paving, structure and signing

As requested in Mr. Young's letters of October 19 and 20, 1964, advising that all rights of way or rights of entry and access rights, with the exception of those involved with utilities and the railroads, have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6514 to Rogers Construction Co. of Portland, Oregon, low bidder in the amount of $3,245,574.80 at the October 6, 1964 bid opening.

Mr. Litchfield's September 10, 1964 Status Utility Report transmitted copies of the Staff Attorney's letters to the utilities involved in this project. As stated in our September 14, 1964 letter authorizing advertising, authorization to proceed with all reimbursable utility adjustments will be withheld until utility plans and detailed estimates are furnished to and approved by this office.

Permits or other documents such as supplemental agreements with Oregon Trunk Railroad and Union Pacific Railroad eliminating access rights should be issued for the above-mentioned exceptions as soon as possible. The project will not be accepted as complete until such time when full control of access is obtained.

The Union Pacific Railroad Company's October 14, 1964 letter indicates that numerous revisions and/or corrections should be made in the plans. It is understood that railroad officials are agreeable to merely providing rock blankets which can be provided within the conditions of the contract at no additional cost instead of rock highway fills as requested. We further understand that additional railroad costs will be involved for temporary adjustments in obtaining minimum clearances for its 2300-volt cable as well as an increase in the extra work to remove soil as indicated on Drawing No. 20079. The project agreement estimate should provide an amount for this anticipated contingency item. In connection with the retaining wall vertical clearances at the Oregon Trunk Junction and East Celilo overcrossings, it is understood that bid items for structural excavation below elevations shown can be utilized to obtain additional clearances if required.

Mr. Litchfield's October 19, 1964 response to the Oregon Trunk October 5, 1964 letter is satisfactory.

Original To Young
10-26-64

RECEIVED
OCT 22 1964
FOR FILING

6E14

Salem, Oregon
October 21, 1964

Mr. Forrest Cooper
State Highway Engineer

The matter of Rogers Construction Company's request that it be permitted to begin operation on the Big Eddy-Celilo project has been taken up with our field office by Mr. Decker. Rogers Construction has been given permission to arrange through usual channels (subcontracting if necessary) to move material from the borrow pit at the east end of the project to the approach to the structure for which this borrow is set up.

Also Rogers Construction has been advised that it can begin operation on the Celilo structure on the condition that the usual matters of clearance with other agencies which may be involved are observed. This, presumably, would refer to any railroad crossings which might be utilized during construction, since we are not in conflict with the railroad at the structure site.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

RECEIVED
DEC 15 1964
FOR FILING

October 20, 1964

Rogers Construction Co.
11760 N. E. Glisan Street
Portland 16, Oregon

Gentlemen:

The State Highway Commission on October 9, 1964, accepted your proposal for grading, paving, structures and signing on Big Eddy-Celilo Section of the Columbia River Highway in Wasco County for the sum of $3,245,574.80, and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6614. Contract forms are being prepared and will be mailed to you for execution.

Yours very truly,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By C. W. Head, Asst. Secretary

CC:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant
Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

fp

RECEIVED
OCT 20 1964
FOR FILING
6514

October 19, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Your concurrence, as of today, is requested in the award of contract to Rogers Construction Company in the amount of $3,245,574.80 for the Big Eddy-Celilo Section, Project No. I-80N-3(41)86. Bids were received October 6, 1964.

All rights of way and rights of entry have been acquired.

All rights of access, including utilities, to or from abutting property, with the exception of the utilities listed below, are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion.

1. Pacific Power and Light Company and Pacific Northwest Bell Telephone Company which were notified by our Staff Attorney's letters, copies of which were furnished your department with Mr. Litchfield's letter dated September 10, 1964.

The bidder completed the statement in our proposal regarding nondiscrimination in employment as required by IM 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:bb

RECEIVED
NOV 10 1964
FOR FILING

6414

K&A
10-9-64

Salem, Oregon
October 13, 1964

Mr. G.E. Rohde
Chief Counsel
Office

Attention: Mr. J.N. Hershberger
Staff Attorney

Attached are three copies of an agreement between the Union Pacific Railroad Company, Wasco County and the State of Oregon covering the relocation and improvement of Columbia River Highway (Interstate 80N) between Big Eddy and Celilo, Oregon. These copies have been executed by the State Highway Commission and Wasco County and are now ready for execution by the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 3

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

SEPTEMBER 29, 1964

File Ref. D 315 - 2 - 104

Peter Kiewit Sons' Co.
1000 Kiewit Plaza
Omaha, Nebraska 68131

Gentlemen:

Big Eddy-Celilo Section, Columbia River
Highway - Wasco County, Oregon

Reference is made to your copies of my letters of July 20 and August 4 to Mr. Forrest Cooper, the Oregon State Highway Engineer, concerning damage to the Railroad's communication and signal facilities due to blasting operations by your Company on JULY 14 and 31, 1964 in connection with the above-captioned project.

Herewith four copies of Union Pacific Railroad Company bill No. 80013 dated September 17, 1964 in amount of $532.72 to cover the Railroad's cost in connection with the aforementioned damage. Will you please arrange for payment of this bill, sending your remittance to the Railroad's Assistant Treasurer at Omaha address as shown at top of the bill.

Yours very truly,

W. G. Johnson

cc: Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

The Aetna Casualty and Surety Company
Yeon Building
Portland, Oregon 97204

RECEIVED
OCT 1 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 23 1964
FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

September 14, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by 08-35.2-BA
T. Dec
By: Eng. Coordinator
Engineering Coordinator

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-288-3(41)86
Big Eddy - Celilo Section
Grading, Paving, Structures and Signing

P. S. & E. documents for the subject project, including detailed costs for participating railroad protective services, have been reviewed and are hereby approved concurrently with Mr. Nash's September 4, 1964 request for approval of an individual project program change adding the physical construction to the utility phase. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary right-of-way has been acquired or rights-of-entry obtained with relocation advisory assistance provided, and further that control of access rights has been acquired with the possible exception of those involved with utilities as indicated in Mr. Wright's September 4, 1964 report.

Your September 10, 1964 status report of preparatory work for utility adjustments indicates that no delays are anticipated. Authorization to proceed with all reimbursable utility adjustments is withheld until utility plans, detailed estimates, and necessary permits or other documents eliminating access rights are furnished to and approved by this office. We note that your Staff Attorney's letters do not provide for elimination of access rights.

Solid rock subgrade conditions between Stations 2365 and 2391 will probably cause trouble if the contractor is required to place median barrier posts subsequent to paving as specified on page 44 of the special provisions. Granting of optional time of placement would be desirable. Para. 1, Page 22, of the special provisions should be modified to make determination of the area to be seeded and mulched somewhat more liberal.

The pavement type selection for the project is accepted on the basis of documentation attached to your July 31, 1964 "Project Base Design" sheet. Stage construction of the pavement is acceptable on the basis of the previously established design minimums with the understanding that consideration will be given to a further reduction in

original To Young
with attach
9-23-64

NOTED
LLOYD F. SHAW

the design depth for portions of the project if select subgrade materials are found to be good, thereby establishing the eligibility of the future 2-inch overlay on the new lanes for financing with Interstate funds, provided the work is completed within the statutory time limit set for completion of the Interstate system and provided sufficient apportioned FAI funds are available for expenditure for such work at the time the work is authorized.

The conditions of the existing pavement (future eastbound lanes) indicate that a tack coat will probably be required throughout, and a bid item would be appropriate to cover it.

You were authorized to proceed with a portion of the Union Pacific railroad work involving a signal, signal and communication lines on January 27, 1964. The proposed Union Pacific agreement furnished with Mr. Litchfield's July 23, 1964 letter appears to be satisfactory for our approval after modifications are made in accordance with Mr. Litchfield's August 26, 1964 letter to the railroad, consideration is given to definite relinquishment of the railroad's access rights in consideration for the provision of access points and roads provided and with the understanding that if participation is desired in the $603 right-of-way cost, the amount can be supported by appraisals. Further contributions for the railroad's right of access, if any, are not eligible for Federal-aid participation. You are authorized to proceed with the balance of the Union Pacific railroad work.

Railroad benefits included in the Union Pacific agreement should be credited to the project in the project agreement estimate in accordance with subparagraph 5(e) of PPM 21-10(3).

Based on additional justification furnished with Mr. Litchfield's September 11, 1964 letter, the August 29, 1963 Oregon Trunk Railway agreement furnished with Mr. Young's January 27, 1964 letter is now being approved. However, such approval should not be construed as acceptance of the one-year "deferred construction". It should be noted costs for such work should be limited to grade corrections due to settlement of embankment rather than correction of new cut slopes. In view of the fact that the agreement does not set up an amount for such work and the need for an extended period is dubious, a six-month period to correct settlement appears to be adequate. You are authorized to proceed with the Oregon Trunk Railway work included in the project estimate.

Submission of written evidence that both railroads have approved the design plans is necessary prior to our concurrence in award.

(more)

The use of the May, 1964 and August, 1964 Supplemental Standard Specifications for Metal Pipe Materials for Culverts, Siphons and Underdrains; Asphaltic Concrete Pavement; and Guide Posts is approved for this specific project.

Mr. Young's September 10, 1964 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

Attachment

RECEIVED
AUG 27 1964
FILING

477 Cottage Street NE.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

August 20, 1964

A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
Acting Division Engr.

Oregon Project I-80N-3(--)79, Big Eddy - Celilo Section
Surfacing and Paving

We have received and reviewed the advance plans as transmitted with Mr. Morgan's letter of August 11, 1964.

Although we are in general agreement with the features of the project, we are concerned at the change in typical section now proposed, which calls for "shed roofing" and substantial flattening of the side slopes.

This appears to be inconsistent with the typical section for the grading, as shown on page 2A of the present grading project I-80N-3(36)86, and would involve very substantial earthwork quantities which would largely defeat the intent of the fallout area as now being constructed.

It appears that without the "shed roofing" there should be adequate room on the present grade to construct the new pavement, including whatever patching may be necessary, but the added width necessary if the inside shoulder is raised will in several cases cause substantial added work and cost which are most difficult to justify and which could possibly involve encroachment on the railroad right of way.

The application of the shed-roofing principle in general when no other reinforcing of the grade is necessary has not yet been approved, and no data regarding the presumed improvement in safety of operation has to our knowledge been published. In fact, in an area such as this where severe icing conditions may occur, splitting of the roadway surface drainage would appear desirable rather than causing the right lane to receive it all.

Therefore it is our opinion that the side slopes should remain as originally designed and the crown section of pavement be retained.

NOTED
LLOYD P. SHAW

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION

REVISED PROJECT BASE DESIGN

Section BIG EDDY-CELILO Highway COLUMBIA RIVER (FA 1) County WASCO Prefix 33-1475

L"2905+80 = D"21+00

Res. Engr. _____ Approx. Length 6.5 Miles. Sta. L 257+± to Sta. L" 21+57± Date 7-31-64

Truck A.D.T. 55% Traffic Coefficient 9.9 18 kip s.a. per day 388.1.

Annual Precipitation 15"± Frost Penetration 16"-18".

(1)

Typical Soil

24	LL
0	PI
100	%P 10
51	%P200
0	%Gravel
0	%C Sand
49	%F Sand
47	%Silt
4	%Clay
47	"R" Value (Corrected)

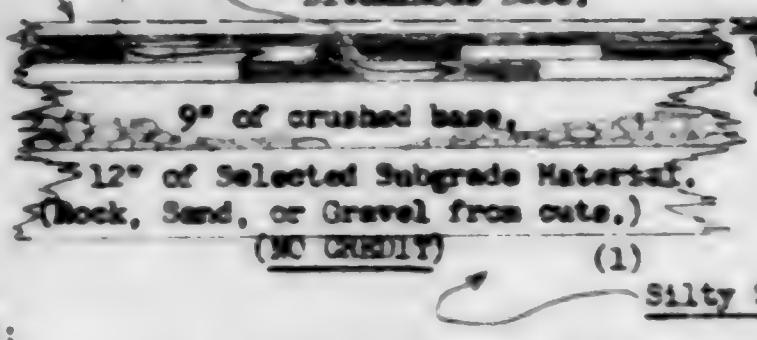
AASHO CLASSIFICATION:
A-4 (3)

MATERIAL SOURCES:
To be determined by the Engineer.

NOTE:
Typical Soil is representative of the poorest material encountered along line.

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

NEW WORK


2" of A.C. (Final)
3½" of A.C. (Immediate)
3" of Plant Mix Bituminous Base.
9" of crushed base.
12" of Selected Subgrade Material. (Rock, Sand, or Gravel from cuts.)

(NO CREDIT) (1)

Silty Sand

EXISTING ROADWAY

2" minimum A.C. overlay.

Variable depths of PMBB for leveling and patching - where necessary.

IN PLACE

3"± AC (Placed about 1958)
3/4" Oil (Placed about 1955)
14"± Base (Placed about 1955)

	CBR Total Req.	Credit	Actual Thick.	
NEW WORK				
		4	2	AC-Final
		7	3½	AC-Im
		3	3	PMBB
		9	9	Cr Base
		0	12	S.S.M.
	23	23	29½	

OVER EXISTING ROADWAY

SEE SECTION

OTHER ROADS	T.C.	WEAR.SURF.	LEVEL BASE	CBR	ACTUAL THICK.
Frontage Roads	3.5 to 5.0	2" of 3/4"-0	8"	10"	10"

NOTE:
The material in this area is generally good, but zones of weathered rock and wind blown silt seams will be encountered. Complete elimination of the questionable material is not possible, so upgrading by use of PMBB is recommended.

Submitted by H. W. Yarbrough Staff Assistant

Recommended by _____ Engineer of Materials

Recommended by L. F. Parker Asst. Construction Engineer

Approved by Lloyd P. Low Asst. State Highway Engineer

SECTION: BIG EDDY-CELILO

HIGHWAY: COLUMBIA RIVER (FA 1)

COUNTY: WASCO

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 3600 (Total)

B. Future ADT 8700 (Total)

C. Mean ADT 6150 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 18 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$= 9% x (C) 6150 = 554

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 554 x (H) 100 % = 554

TRAFFIC COEFFICIENT = K (I)$^{0.119}$
where K = 4.664

= 9.9

Autos in design lane=6150-2=3075-554=2521-2
=1286x0.0002= 0.3
554x0.700= 387.8
388.1=18 kip single axles per day

R=97. S=6.7. P_t=2.5
SN=3.8-0.14
= 17.1 Crushed Base Equivalent

CBR Minimum for Interstate = 23.0 CBR

SECTION: BIG BEND-CHELLO

HIGHWAY: COLUMBIA RIVER (FA 1)

COUNTY: WASCO

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection:

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C.
7. Stage Construction: Part of the design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration
10. Stimulation of Competition: Not a consideration
11. Construction Consideration: No special problems
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not a consideration
13. Traffic Safety: No unusual problems
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Not a consideration

CONCLUSION AND REMARKS:

No cost comparison made for this project. The major portion of the work will consist of high fills in the river and some subsidence is anticipated. Sections of the existing roadway will be utilized and a narrow median is necessary. This will require feathering in and allied work in order to meet the existing grade. Asphaltic Concrete is more desirable for this type construction.

RECEIVED
JUL 27 1964
ENGINEERING

477 Cottage Street, N. E.
Salem, Oregon 97301

July 27, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

08-35-BC

A. W. Parsons
Division Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

BY:
T. Dee
Engineering Coordinator

Oregon Project I-008-3(41)86
Big Eddy - Celilo Section
Railroad Adjustments

Mr. Litchfield's July 23, 1964 letter requested our approval of the Oregon - Washington Railroad and Navigation Co. and Union Pacific Railroad Company agreement with the State and the County of Wasco.

We are withholding any action on this approval pending satisfactory reply to our memorandum of June 24, 1964, copy attached for your convenience.

Attachment

RECEIVED
JUL 30 1964
LLOYD P. SHAW
OFFICE OF
STATE HIGHWAY ENGINEER

original To Morgan
cc Litchfield
Young (all with attach)

Brooks ___
Girvin G

477 Cottage St. N.E.
Salem, Oregon 97301

June 24, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by 08-35.8-DA
M. E. Martin
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

By M. E. Martin
Acting Division Engineer

Oregon Project I-80N-3(41)86
Big Eddy - Celilo Section
Railroad Adjustments

Reference is made to your letter of June 15, 1964, subject project, which was intended as a reply to ours of March 23, 1964.

We did not think it was the State's intention to bear the one year "deferred construction" cost, but have not as yet received any justification therefor except for your statement that it is the "best we could do in our negotiations with them." The reasons for their stand are not given, although it is difficult to believe their request is not based upon some engineering feature such as foundations, erosion, or some other latent characteristics of the area in question.

We have read with interest the attached letters from the Railroad Company dated April 14, 1961 and May 28, 1964, but cannot find therein the sort of an engineering and economic analysis which should be required to justify the added expense and liability incumbent upon the presently designed Oregon Trunk relocation.

We do not have available in our files the comparative geometrics of the existing and proposed alignment, or factual information concerning the costs of operation of the railroad, but feel that some similar information would be of value.

cc: Region with attachments

WRGrafe/sh

RECEIVED
JUL 1 1964
FOR FILING

477 Cottage St. N.E.
Salem, Oregon 97301

June 24, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
M. E. Martin
Dist. Engineer

08-35.8-DA

A. W. Parsons, Division Engineer
Salem, Oregon

By M. E. Martin
Acting Division Engineer

Oregon Project I-80N-3(41)86
Big Eddy - Celilo Section
Railroad Adjustments

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We do not have available in our files the comparative geometrics of the existing and proposed alignment, or factual information concerning the costs of operation of the railroad, but feel that some similar information would be of value.

RECEIVED
JUL 1 1964
FOR FILING

original to Young
cc Litchfield
7-1-64

NOTED
LLOYD P. SHAW

FORM 1812

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

H. F. MOY,
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

May 28, 1964

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Dept.
Salem, Oregon

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

This is in regard to your inquiry by phone as to the necessity for the realignment of the Oregon Trunk Railway at Celilo in such a way as to retain the same tangent through the area as we have at present.

In Mr. Merchant's letter to me of January 5, 1961, there were enclosed prints of the proposed relocation of the Oregon Trunk tracks which included a reverse curve introduced into this long tangent. In my answer to Mr. Merchant dated April 14, 1961, I commented upon this particular feature in the second page of my letter and suggested an alternate that would be acceptable, which has since been included in your plans. To introduce a reverse curvature would be unacceptable to the Oregon Trunk Railway for these same reasons now as stated then.

Very truly yours

F. G. Alloy
Chief Engineer

GEL-c

NOTED
LLOYD P. SHAW

CONSTRUCTION DIVISION
RECEIVED
JUN 1 1964
NOTED-- ☐ CE ☐ ACE ☐ ACE ☐ COE

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

APRIL 8, 1964

Reference Files: D 323 - 1 - 59 - Minnow
and D 315 - 2 - 104 - Big Lava - Cello

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Kindly refer to your letter of March 5 relative to objections by the Federal Bureau of Public Roads to certain language in the standard form of agreement used by our Companies, to cover highway projects in the State of Oregon.

After reviewing the Bureau's objections, the Railroads are not agreeable to modifying this standard form of agreement which we believe conforms to Bureau's PPM 30-3.

From our viewpoint, the agreement fully covers the procedure for payment under the Bureau's PPM 30-3, and if the Bureau refuses to participate in expense of the various State Highway projects, the Railroads will then look to the State for payment of any difference, which is in accordance with the terms of the presently-used agreement.

Yours very truly,

W. G. Johnson

Copies to:
RL Porter
LP Shaw
LI Lindas
LH Young
AF Parson
JW Valentine
FD Morgan
4-16-64 E

CONSTRUCTION DIVISION
APR 1 1964
CE ACE ACE

RECEIVED
APR 3 1964
FOR FILING
I-ON-2(41)86
1.11
6.71

April 3, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two executed copies of quitclaim deed and easement, File No. 34399, dated March 4, 1964 with the Oregon Trunk Railway relative to the Big Eddy-Celilo Section, Project No. I-80N-3(41)86.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:bb

RECEIVED
APR 3 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-3(11)86

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 31, 1964

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Signal Mounds - Contract Method
Big Eddy-Celilo Section (UPRR Relocation)
Columbia River Highway - Wasco County
Project No. I-80N-3(4)86

Gentlemen:

The use of the contract method for construction of signal mounds as requested in your letter of March 18, 1964, has been approved by the State and Bureau of Public Roads.

We understand this work will be done by Steelman-Duff, Inc. for the lump sum of $280.00.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: L. P. Shaw
L. H. Young (2)
C. H. Maison
Dear Swift
Vernon Shull
F. W. Sugnet

RECEIVED
APR 1 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 1964
FOR

477 Cottage Street NE.
Salem, Oregon 97301

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon - Attention: Mr. T. W. Litchfield

March 26, 1964

A. W. Parsons
Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

Oregon Project I-80N-3(4)86, Big Eddy - Celilo Section
UPRR Relocation

The use of the contract method for construction of signal mounds as identified by your letter of March 23, 1964 and the letter from the UPRR dated March 18, 1964 is approved. The work will be done by Steelman-Duff, Inc. for the lump sum amount of $280.00.

Original to Litchfield
3-30-64

cc Young
3-31-64

NOTED
R. L. PORTER

FORM CD-121 (9-25-58)
(PRES. BY A.O. 208-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engr. DATE: March 23, 1964
Salem, Oregon

By: G C Brooks
Gordon Brooks
District Engineer

FROM : A. W. Parsons, Division Engineer
08-35.2-EC Salem, Oregon

CONSTRUCTION DIVISION
RECEIVED
MAR 30 1964
NOTED-- CE ACE ACE COE

SUBJECT: Oregon Project I-80N-3(41)86
Big Eddy-Celilo Section
Railroad Adjustments

Reference is made to Mr. T. W. Litchfield's letter of March 3, 1964, dealing with the subject project.

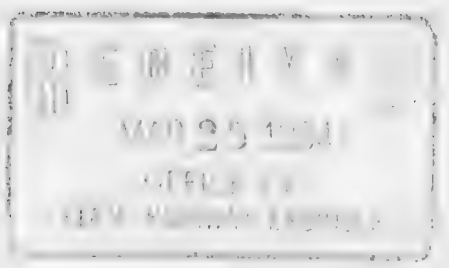
The referenced letter made request of Public Roads approval of your agreement with Oregon Trunk Railway. It appears that you are willing to bear the one year "deferred construction" cost and do not wish to provide justification for Federal participation in this cost beyond the normal six month maintenance period. Participation, therefore, will be limited to six months according to provisions under subparagraph 14b of PPM 30-3.

Our January 27, 1964 memorandum requested that you establish need for railroad relocation as presently planned. Mr. Litchfield's March 3 letter attempted to establish this need on the basis of before and after tangent distance. We agree that it is the State's obligation to replace in kind but such an interpretation is too literal. Replacement in kind generally means replacement to original financial condition or replacement to equal operational features, etc. It is this latter type of justification which is needed before we are able to approve your railroad agreement as submitted. Specifically, we need justification for that portion of the proposed railroad relocation on which interference with highway construction is not involved and therefore the need for relocating is not apparent. That section of the proposed railroad relocation from OTRR Station 748 back is the portion in question. We believe an engineering analysis or combination engineering-economic analysis would be appropriate in order to establish this need.

Though our August 28, 1963 memorandum indicated the agreement was satisfactory, our advice was necessarily limited to the form since you did not furnish plans with the agreement.

MORE

Where you furnish a draft of a railroad agreement in accordance with subparagraph 23d of PPM 21-10 and desire advance advice on the proposed agreement, such information should be submitted concurrently or reference made to previously furnished plans, if applicable. In addition, your department previously followed the practice of generally calling attention to unique or unusual features of the agreement requesting specific advice thereon such as in Mr. Parson's July 17, 1962 letter concerning the second Yoncalla Overcrossing Agreement furnished in conjunction with Project I-5-3(46)151. Such a procedure would have eliminated the misunderstanding on the Celilo railroad relocation. However, under the circumstances as outlined herein we must necessarily withhold approval of the agreement with plans now furnished therewith until adequate justification is received.



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MAR 13 1964
FOR FILING

March 12, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Reference is made to the letter from your department, dated January 27, 1964, Subject: "Project I-80N-3(41)86, Big Eddy-Celilo Section".

This is to advise that in accordance with IM-21-5-63 the Fish and Game Commissions have been furnished data on the above project for their consideration of the effect of construction on fish and wildlife and their recommendations of measures to minimize any detrimental effects which may result from the proposed construction. The Fish and Game Commissions have approved the data and did not recommend that any special measures should be taken.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:bb

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FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

March 11, 1964

Original signed
T [illegible]
[illegible]

T. Dec, Assistant Division Engineer
08-35.EC Salem, Oregon

Oregon Federal-aid Interstate Program

An approved copy of Mr. Young's request for approval of an individual project program change adding the utility phase to Project I-80N-3(41)86 has been returned to your department.

You are authorized to proceed with preparatory work for these utility adjustments effective March 5, 1964.

original To Young
3-16-64

NOTED
LLOYD P. SHAW

RECEIVED
MAR 16 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
Portland
KENNETH N. FRIDLEY, MEMBER
Wasco
DAVID B. SIMPSON, MEMBER
Portland

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 3, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Railroad Adjustments
Big Eddy-Celilo Section
Columbia River Highway
Wasco County
Project No. I-80N-3(41)86

Dear Sir:

This is in response to your letters dated January 27, 1964 and February 26, 1964 concerning this project.

Our Resident Engineer has submitted our form E-233 "Notification of Commencement and Completion Dates for Contract Projects" which gives the date the railroad began their work as February 1, 1964. You were advised by Mr. Young's letter dated February 28, 1964.

There are facilities owned by both the Pacific Northwest Bell Telephone Company and the Pacific Power and Light Company to be relocated, and this work is now being programmed as a supplement to the subject project.

We intend to have the Oregon Trunk Railway work performed in connection with the grading of the Celilo Section, since this is the most logical time to do the work. This is shown on our preliminary construction plans. The remaining work to be done by the Union Pacific Railroad will be performed at that time, too.

In regard to the approval of the Oregon Trunk Railway Agreement dated August 29, 1963, we have a letter from your office dated August 28, 1963 signed by Mr. D. R. Lovejoy and referring to Project I-80N-3(16)81, The Dalles-Celilo Section, Oregon Trunk Railway Agreement. This letter states in part:

> "The proposed agreement has been reviewed and is satisfactory. It will be approved by this office after it has been fully executed and the usual two conformed copies are furnished."

Attached you will find two conformed copies of the agreement for your approval.

The need for the relocation of the tracks owned by the Oregon Trunk

NOTED
S. PAXSON

Railway as proposed may be seen by noting that the railroad now has a tangent track in this area 4,095 feet in length. The proposed construction will make their tangent track only 3,551 feet in length and will connect to the existing alignment at the east end of the relocation by the use of a one-degree curve. The State is obligated to replace facilities which are disturbed by highway construction in kind. From this, it would appear that the State is meeting at best a minimum of this requirement.

The one-year "deferred construction." mentioned in Paragraph XVII of the agreement should give no cause for alarm, since the work consists of light grading which should not require excessive maintenance after the first six months.

The easterly portion of Parcel File No. 34511 and Parcel File No. 34512, which involve a 1925 obligation, will be considered to be non-participating items. The participation required on moving the power poles which occupy these parcels will be detailed in a separate letter.

P.U.C. Order No. 38364 requires that the Union Pacific Railroad contribute $3,000 to the State as their share of the cost of this project. This should satisfy Subparagraph 5-d of PPM 21-10(3) in regard to the elimination of the maintenance of the automatic signal at the Oregon Trunk Junction Grade Crossing.

In your Memorandum dated February 26, 1964, you state that the utility companies which occupy the Oregon Trunk Railway right of way will be required to relocate in accordance with PPM 30-3, Paragraph 4-b. Please understand that negotiations are now in progress with the Pacific Power and Light Company and that they have been advised in this regard.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:fp
Attach.
cc G. S. Paxson
R. L. Porter
Lloyd Shaw
L. H. Young
W. T. Wright
C. H. Maison

RECEIVED
MAR 1 1964
OFFICE OF
STATE HIGHWAY ENGINEER

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MAR 2 - 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

E 2W-2 (11)-2
6514

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

February 27, 1964

NOTED
R L PORTER

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

Attention: Mr. W. G. Johnson

Gentlemen:

RE: Railroad Adjustments
Big Eddy-Celilo Section
Columbia River Highway
Wasco County
Project No. I-80N-3(41)86
Your File: D 315-2-104

This is in reply to your letter of January 21, 1964 with which you submitted the estimate (Exhibit "C") and map (Exhibit "A") which covers your work on the above-captioned section. This information has been reviewed and approved by the State and the Bureau of Public Roads and you are hereby authorized to proceed as of January 27, 1964.

This authorization is limited to the following work:

1. Railroad M.P. 89.38 - Five Mile Overcrossing

   A. Rearrange signal and communication lines.
   B. Rearrange rock warning fence.

2. Railroad M.P. 90.16 - Oregon Trunk Junction Overcrossing

   Rearrange signal and communication lines.

3. Railroad M.P. 96.96 - East Celilo Overcrossing

   A. Rearrange signal and communication lines.
   B. Relocate Signal 969.

4. Railroad M.P. 96.98 - Celilo Park Road Grade Crossing

   Rearrange signal and communication lines.

5. Railroad M.P. 89.25 to 97.0 - Highway Grading, Big Eddy-Celilo Section and Celilo Section.

Rearrange signal and communication lines.

Reimbursement for work performed subsequent to January 27, 1964 will be made in accordance with PPM 30-3 and all supplements thereto.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:fp
cc A. W. Parsons
R. L. Porter
Lloyd Shaw
L. H. Young
Ivan Merchant
C. H. Maison
Dean Swift
R. S. Hawkins
Vernon Shull
F. W. Sugnet

RECEIVED
FEB 27 1964
OFFICE OF
STATE HIGHWAY ENGINEER

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MAR 2 - 1964
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I-80N-3(41) 86
63 17

477 Cottage Street, N.E.
Salem, Oregon - 97301

February 26, 1964

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

Original signed by
T. Dec
Eng. Coordinator

T. Dec, Assistant Division Engineer
08-35.EC Salem, Oregon

Oregon Project I-80N-3(41)86
Big Eddy-Celilo Section
Railroad Adjustment

Supplementing our January 27, 1964 memorandum of the above subject, it should be noted that approval of the Oregon Trunk Railway agreement dated August 29, 1963, must be contingent upon the railroad company exercising its rights under the terms or conditions of any permits under which utility companies occupy the right-of-way and are required to adjust their facilities at their own expense due to relocation of the railroad in accordance with subparagraph 4b of PPM 30-3.

original To Young
3-2-64

NOTED
LLOYD P. SHAW

SECRETARY
FILE COPY
STATE HIGHWAY ENGINEER

RECEIVED
FEB 27 1964
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: January 27, 1964

FROM : A. W. Parsons, Division Engineer
08-35.2-DA Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-3(41)86
Big Eddy - Celilo Section
Railroad adjustments

Preliminary plans (advance copy Exhibit A) and estimate for the portion of the subject project involving the relocation of the Union Pacific Railroad Company's signal No. 969, signal and communication lines have been reviewed and are hereby approved. You are authorized to proceed with the work. Authorization to proceed is with the understanding that you will advise this office at an early date as to whether State conservation agencies agree that the project does not affect fish and wildlife.

Our approval is based on the Union Pacific Railroad Company's January 21, 1964 letter and is with the understanding that a satisfactory agreement can be reached which will be furnished to this office. A reduced title sheet plan should be furnished with your request for approval and authorization to proceed with the balance of the project.

You should advise this office of the starting and completion dates of this project, following the same procedures as for contract work.

It appears that some utility adjustments must be made concurrently with adjustments of the authorized railroad work. If such work is reimbursable and participation is desired, the initial physical construction phase project on the Celilo Section should be programed including such work or an addition should be made to this project in order that the authorization to proceed can be furnished upon submission of the agreement, plans and estimate therefor.

You have not requested approval and authorization to proceed with any of the Oregon Trunk Railway work or a portion of the Union Pacific Company work primarily involving installation of gate-type flashing light signals and rearrangement of right-of-way fences. We are also withholding approval of the Oregon Trunk Railway agreement dated August 29, 1963, pending submission of justification or comments on the following items:

original To Young
2-27-64

(1) Establish need for the railroad relocation involved as proposed.

(2) If the railroad relocation is justified, our approval in connection with the so-called one year "deferred construction" cost provision of Section XVII must be limited to the normal 6-month maintenance provision under subparagraph 14b of PPM 30-3 unless justification for the extended period is furnished.

(3) We assume that the easterly portion of Parcel file No. 34511 involving a 1925 obligation as covered in Section II of the agreement will be a non-participating item under the right-of-way project No. I-80N-3(20)86. It also appears that the westerly portion of the same parcel to be exchanged for railroad property should be supported by value comparisons particularly if utility clearance is involved which is not in conflict with highway construction in order that the extent of FAI participation therein, if any, can be established.

Railroad benefits in accordance with subparagraph 5d of PPM 21-10(3) due to the elimination of maintenance of the automatic signal devices, which will be removed as a portion of this project remaining in program status, should be applied to this project in accordance with subparagraph 12e of PPM 21-1.

RECEIVED
JAN 31 1964
FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

January 27, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
T. Dec
Eng. Coordinator

T. Dec, Assistant Division Engineer
08-35.3-EC Salem, Oregon

Oregon Federal-aid Interstate Program

We are approving, effective this date, the subject program submitted by Mr. Young's letter of January 27, 1964.

Item No. 348 of this submission, identified as Oregon Project I-008-3(41)86 and located from Big Eddy to 1 Mile East of Celilo, calls for adjustment of Union Pacific and Oregon Trunk Railroad facilities. Work consists of adjustment of signal and communication lines, relocation of track and other necessary work.

Item No. 347 is being approved under separate memorandum this date.

This approval provides for railroad adjustments along this Interstate route location of a total estimated cost of $204,000, of which $196,000 is reserved as Federal-aid Interstate funds. This action reduces unprogramed balance to $10,372,641 according to our records this date.

original To Young
1-31-64

NOTED
LLOYD P. SHAW

RECEIVED
MAR 17 1964
FOR FILING

FORM S.O. 5747-63 40807

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 12, 1963

To: Mr. Glenn S. Paxson
Deputy State Highway Engineer (Retired)
B U I L D I N G

SUBJECT: Files 34511 & 34512
Big Eddy-Celilo Section
Columbia River Highway

We are still holding the Oregon State Highway Commission's deed to the Oregon Trunk Railway for the extra 25 feet of Oregon Trunk Railway right of way at Celilo.

Unless we are advised to the contrary, our next tracer will be the first week of 1964.

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

EFS:ls

Clark interested also Garrett

Jan 1, 1964 Garrett to send S P&S deed in and drop

NOTED
G. S. PAXSON

RECEIVED
NOV 13 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Order #38876

11-30-62

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 228

In the matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct a crossing at grade with the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, to be known as the Celilo Park Grade Crossing Project, in the Southeast quarter of the Southeast quarter (SE¼ SE¼) of Section 17, Township 2 North, Range 15 East, W.M., Wasco County.	)	ORDER

The above entitled matter was duly heard on September 4, 1962, at Salem, Oregon, before A. de Leon and A. E. Nowack, Examiners representing the Commissioner. The following appearances are of record herein:

For Petitioner:

J. N. Hershberger, Assistant Attorney General of Counsel for the State Highway Commission, Salem, Oregon

For Respondent:

John A. Reuling, Jr.
Portland, Oregon
In behalf of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee

Order #38876

For Commissioner:

C. E. Jaqua, Utility Engineer
Salem, Oregon
In behalf of the Public Utility Commissioner

On April 9, 1962, the State of Oregon, hereinafter referred to as Petitioner, by and through its State Highway Commission, filed its Petition with the Commissioner, as alleged therein, pursuant to the provisions of ORS 366.205 and ORS 763.030 for permission to construct a crossing at grade with the tracks and right of way of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, in the Southeast quarter of Southeast quarter (SE¼ SE¼) of Section 17, Township 2 North, Range 15 East, W.M., in Wasco County, Oregon, to be known as the Celilo Park Grade Crossing Project. Petitioner also proposes to eliminate an existing grade crossing of another highway with the Respondent's tracks, (P.U.C. No. 2A-96.5) which is located approximately 1,450 feet west of the proposed crossing.

Attached to and made a part of the Petition is a drawing entitled "Oregon State Highway Department P.U.C. Map & Profiles, Union Pacific R.R. Grade Crossing, Celilo Unit, Celilo-Rufus Section Columbia River Highway, Wasco County," which contains the locations, angle of intersection at the crossing and grade diagrams.

On April 26, 1962, Petitioner filed revised drawing 8B-24-23, together with copies thereof, to be substituted for drawing of the same number which was attached to the original Petition.

The Petitioner sets forth the proposed manner in which the construction and maintenance of the crossing will be handled and the cost thereof borne.

Notice of the Petition and copies of the revised drawing were duly served upon Respondent, the County Court of Wasco County and U.S. Department of the Interior, Bureau of Indian Affairs.

On April 30, 1962, Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, hereinafter referred to as Respondent, filed an Answer denying all material allegations of the Petition.

On August 3, 1962, the U.S. Department of the Interior, Bureau of Indian Affairs, filed an Answer setting forth that it has no objection to the Petition.

The matter thereafter was set down for hearing and notice thereof was duly served upon all parties of record.

Evidence was adduced, the hearing was completed and the matter submitted for determination. Based upon such evidence and record, it is found that:

Petitioner plans to improve the Celilo Unit of the Celilo-Rufus Section of the Columbia River Highway, Interstate Highway No. 80N, to meet Federal Interstate Standards. Petitioner also plans to construct an interchange serving a park area located north of the highway and situated along the Columbia River. It is owned by the U.S. Army, Corps of Engineers, and administered by Wasco County. In connection therewith Petitioner proposes to construct a crossing at grade with the two main line tracks and right of way of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, to be located approximately 10 miles East of The Dalles in the Southeast quarter of the Southeast quarter (SE¼ SE¼) of Section 17, Township 2 North, Range 15 East, W.M., Wasco County, Oregon. Petitioner further proposes that the present grade crossing, P.U.C. No. 2A-96.5, which is located approximately 1,450 feet west of the proposed project, will be abolished upon completion of the new construction and placement of the new crossing in use.

In view of the fact that a new crossing on a highway to be newly constructed is herein proposed and the abolishment of an existing crossing on an established highway is contemplated, it must be considered that the within Petition must fall within the purview of ORS 763.020 and ORS 763.030, the former applicable to construction of a highway across the track of a railroad and the latter applicable to the relocation or abolishment, among other things, of an established crossing.

The center lines of the roadway and the Respondent's eastbound main line will intersect at an angle of approximately 86° 47' 22" in the southwest quadrant at a common point designated as Railroad Survey Station LR5 3032 + 88.00 P.O.S. and Highway Survey Station R 17 + 54.87 P.O.T.

The center lines of the roadway and the Respondent's westbound main line will intersect at an angle of approximately 86° 47' 47" in the southwest quadrant at a common point designated as Railroad Survey Station LR5 3032 + 88.77 P.O.S. and Highway Survey Station R 17 + 40.85 P.O.T.

The roadway at the crossing will be 24 feet wide and will be surfaced between the rails and for 2 feet outside thereof with material similar to that of the adjacent roadway surface.

The roadway gradient approaching the crossing on each side of the rail crossing is approximately level, descending to the north on a 0.472 per cent grade and level to the south.

Both northwest and southeast bound vehicles will move on the roadway. The Respondent's tracks run in a southwest-northeast direction. Train speeds of 70 m.p.h. are permissible. The estimated annual average daily traffic using Highway 80N adjacent to the proposed crossing will be approximately 3,000 vehicles. At the point of crossing there are 14 through train movements per day. The estimated average daily traffic going to and from the park area and going over the crossing will be approximately 100 vehicles.

The sight distances for vehicle drivers traveling on the highway approaching the crossing are as follows:

From a point 50 feet north of crossing	From a point 500 feet north of crossing
East - 1,000 feet West - 2,000 feet	East - 75 feet West - 600 feet
From a point 50 feet south of crossing	**From a point 500 feet south of crossing**
East - 800 feet West - 800 feet	East - 200 feet West - 20 feet

During the hearing, Petitioner moved to amend the original Petition by including therein changed proposals for the installation of culverts and crossing protection. The motion was granted, without objection, and the amendment thereby allowed. As amended under IX, "THINGS TO BE DONE BY STATE", (c), Petitioner proposes to "--install culverts along both the north and south side of the railroad tracks to accommodate the side drainage--" thereby complying with the request of Respondent, and providing for drainage on the north side of the tracks.

The amendment also modifies the provisions of IX, "THINGS TO BE DONE BY RAILROAD COMPANY" in Sec. (a) 3, which originally read, "Remove the existing flashing light signal at the present grade crossing and reinstall and reconnect to the tracks at the site of the proposed crossing," by making the above word "signal" plural in number (signals) and adding thereto the limitation "if they may be so used in connection with the installation of short arm gates equipped with flashing light signals--."

There is no evidence or testimony to show that the existing signals can or cannot be so used. No alternate type of crossing protection was proposed for installation in the event of such unusability.

It was developed upon the record that federal financial participation in the costs of construction of the grade crossing and the adjacent interchange connection to U.S. 80N Interstate Highway is not assured unless crossing gates and flashing light signals are installed at the proposed crossing. Bureau of Public Road standards require that such protection be afforded where a crossing of two tracks is involved and where train speeds of 70 m.p.h. are permissible.

Because of the nature and volume of vehicular traffic and other factors relating to the safety at the crossings, Automatic Flashing Light Signals with Gongs are adequate and required. However, since the Petitioner desires to install Automatic Flashing Light Signals and Crossing Arm Gates which constitute crossing protection additional to that deemed necessary by the Commissioner in order to comply with Federal Standards on the adjacent Interstate Highway 80N, such protection is approved and the installation should be done and the cost and maintenance thereof should be borne in the manner hereinafter set forth.

The nature of the crossing, the use thereof and volume of traffic using same and other facts and circumstances above set forth indicate that such crossing should not be required to be constructed above or below the grade of Respondent's tracks and right of way. The installation of crossing arm gates with flashing light signals and the actuation thereof will provide adequate warning and safeguards to the public at the proposed crossing at grade.

Petitioner and Respondent propose that the construction and maintenance of the proposed crossing at grade and the cost thereof be borne as follows:

Petitioner will:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed crossing at grade and supervise the construction thereof.

(b) At its own cost and expense install culverts along both north and south sides of the railroad tracks to accommodate side drainage as it now exists.

(c) From the State and Federal Highway Funds finance the construction of said project, including reimbursement to Respondent for the necessary expenditures incurred by it in connection therewith.

(d) Maintain the highway, including that portion of the highway surface between the rails, and other highway facilities after the completion of the project.

Respondent will:

(a) Subject to reimbursement by Petitioner:

1. Furnish such engineering, inspection, watchman and flagman services as may be necessary to protect the railroad operations during the construction of the project.

2. Remove and replace existing signal and communication lines to protect the same during construction.

3. Remove the flashing light signals at the existing grade crossing and reinstall and reconnect the same to the tracks at the site of the proposed crossing, if they may be used in connection with crossing arm gates.

4. Remove and re-establish the right-of-way fences at the site of the proposed crossing and install new right-of-way fences at the side of the existing crossing upon completion of the proposed crossing.

(b) At its own cost and expense:

1. Provide and install ballast, preservative treated ties, rails, and headers on each side of the rails for the retention of the highway pavement.

2. Maintain the railroad tracks and track structures, signals and other railroad facilities upon completion of the project.

These proposals have been agreed upon between Petitioner and Respondent. The proposals relating to construction are approved. The proposals relating to the division of costs and expenses of construction and maintenance are just and reasonable under the circumstances. Proposal No. 3 relating to things Respondent will do concerning installation of signals is not approved because such proposal is contingent upon present signals being adaptable for use with crossing arm gates. Respondent will, subject to reimbursement by Petitioner, be required to install crossing arm gates with flashing light signals.

From the foregoing it is concluded that the proposed crossing is necessary and is required in the interest of the public safety, convenience and general welfare. Permission for the construction thereof should be granted upon the terms and conditions hereinafter set forth; it is therefore

ORDERED that the Petition of the State of Oregon, by and through its State Highway Commission, for authority to construct a crossing at grade with the tracks and right of way of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the Celilo Park Grade Crossing Project, on the Federal Interstate Highway 80N, located in the Southeast quarter of the Southeast quarter (SE¼ SE¼), Section 17, Township 2 North, Range 15 East, W.M., Wasco County, Oregon, and to

eliminate existing grade crossing P.U.C. No. 2A-96.5 be and the same is hereby granted upon the following terms and conditions:

(1) Construction shall be done in a good and workmanlike manner in accordance with accepted engineering practices, and the findings heretofore made, and in substantial conformity as to location, grade, elevation and general design with the revised map and profile drawing in evidence.

(2) Construction and maintenance of the proposed project shall be handled and the cost thereof borne as set forth in the findings of the Commissioner hereinabove made.

(3) That there be provided and installed at the crossing by Respondent, subject to reimbursement by Petitioner, Commissioner's Standard No. 4 Automatic Crossing Gates with flashing lights, similar to that shown in Figure 7 of Commissioner's Rule 42-080 and said crossing gates and signal lights shall thereafter be maintained by Respondent at its expense; and it is further

ORDERED that for the purpose of identification in the Commissioner's Catalog of Crossings in the State of Oregon the designation 2A-96.6 shall be assigned to the crossing; and it is further

ORDERED that Crossing No. 2A-96.5 shall be kept open with present safe guards and signal protection in operating order until such time as proposed Crossing No. 2A-96.6 is fully installed and protected, as hereinabove provided, and ready for public use; and it is further

ORDERED that Petitioner shall notify the Commissioner in writing when Crossing No. 2A-96.6 has been installed, protected and opened for public use and upon receipt of such notification Crossing No. 2A-96.5 shall be stricken from the Commissioner's Catalog of Crossings; and it is further

ORDERED that upon opening of Crossing No. 2A-96.6 for public use, Crossing No. 2A-96.5 shall be closed by Petitioner to further public use thereof; and it is further

ORDERED that this order shall be effective on the date of the execution hereof.

Made and entered this 30th day of November, 1962.

Jonel C Hall
Public Utility Commissioner

(SEAL)

Order #38765

1 · 6 62

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 219

In the matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an overcrossing structure over and across the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the OREGON TRUNK JUNCTION OVERCROSSING project, in the Northeast quarter ($NE\frac{1}{4}$) of Section 19, Township 2 North, Range 15 East, W.M., Wasco County.	ORDER

On June 1, 1962, Commissioner's Order No. 38364 was entered in the above entitled matter. Thereafter Respondents, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, filed their motion to amend the Order in certain respects or grant a rehearing.

The Petitioner, Oregon State Highway Commission and Wasco County, having filed consents to amending said order in the manner hereinafter set forth and stipulating that no rehearing would be necessary; it is therefore

ORDERED that P.U.C. Order No. 38364 made and entered on June 1, 1962, be and the same is hereby amended in the following respects only:

1. The second sentence of paragraph five on page 5 is amended to read as follows: "The inner guardrail is to be placed on both tracks inside of the running rail farthest from Bent No. 5 in accordance with Respondents' established standards for installation of inner guardrail at such locations."

2. Paragraph (a) 4 on page 6 of said Order is amended to read as follows: "4. Install approximately 165 lineal feet of inner guardrail on the eastbound main track and approximately 210 lineal feet of inner guardrail on the track of the Oregon Trunk Connection to be installed on both tracks inside of the running rail farthest from Bent No. 5, in accordance with Respondents' established standards for installation of inner guardrail at such locations;" and it is further

ORDERED that in all other respects said Order No. 38364 as amended shall remain in full force and effect; it is further

ORDERED that this order shall be effective on the date of execution hereof.

Made and entered this 6th day of October, 1962.

Public Utility Commissioner

(SEAL)

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Court
Maxine
Pub Y 462

September 17, 1962

Hon. Jonel C. Hill
Public Utility Commissioner of Oregon
200 Public Service Building
Salem 10, Oregon

Dear Sir:

Re: SXF-228
Celilo Grade Crossing of
Union Pacific Railroad Tracks

On September 4 a hearing was held on the State Highway Commission's application for an order authorizing the construction of a grade crossing of the Union Pacific Railroad Company's main line tracks at Celilo in Wasco County. At that time some testimony was presented indicating that electrically operated gates were not advisable nor necessary at this installation. I attempted to bring out the requirements of the U. S. Bureau of Public Roads for participation in federal-aid projects involving grade crossings but was not able to do more than cite the Bureau's requirements on previous projects. I now attach a copy of a letter from Mr. A. W. Parsons, Division Engineer of the Bureau of Public Roads, dated September 13, in which he very clearly sets forth the requirements of the Federal Government in connection with this particular grade crossing.

This project is a part of the Interstate Highway program and is financed with approximately 92 per cent Federal money. In my opinion, under the circumstances, gates are advisable here, regardless of what kind of money is used in the project. The disapproval of this as a Federal-aid project would be a severe blow to our highway program.

I trust that you can see fit to take this letter from the Bureau of Public Roads into consideration in the drafting of an order for this crossing.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
enclosure
bc Mr. Forrest Cooper
Mr. J. H. Hershberger(with copy of Bureau letter)

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

TO : Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 13, 1962

FROM : A. W. Parsons, Division Engineer
08-35.2DA Salem, Oregon

SUBJECT: I-80N-3(-)79 - Celilo Grade Crossing

Mr. Paxson's letter dated September 6 requested a statement of the position that the Bureau of Public Roads would take concerning the protective devices that would be required for the Union Pacific mainline crossing adjacent to the Celilo interchange.

This matter has been carefully evaluated in view of the circumstances that exist at this crossing. The traffic that will be using this crossing will probably have heavy peak volumes, much of which will be hauling boat trailers.

PPM 21-10(4) states that flashing light signals with short arm gates must be supplied for protection to highway traffic where:

(1) There are multiple main line railroad tracks.

In this case there are two Union Pacific main line tracks with six high speed passenger trains per day and several fast traveling freight trains per day.

(2) There are single or multiple track crossings with train operating speeds 70 mph or greater.

In this case the high speed passenger trains travel at speeds from 70 to 85 MPH. Freight trains likewise travel at high speeds.

(3) Sight distances are restricted.

In this case vehicular traffic coming off the ramp and turning to cross the railroad tracks does not have a clear view of the railroad crossing. Likewise traffic coming from the parking area is traveling parallel to the railroad tracks and needs added protection. Traffic descending on the 6% grade from the existing highway needs the added protective warning of a closed gate across the railroad track.

Finally as a condition of Federal participation, flashing signals with short arm gates are required by PPM 21-10(4) and for the

(more)

protection of Interstate traffic it might be necessary to disapprove the construction of an interchange at this point unless every possible precaution short of a physical separation is taken to insure the safety of Interstate traffic.

To complete our records in this case, please secure from the P.U.C. the basis of Mr. Jaqua's opinion that short arm gates are neither necessary nor desirable.

RECEIVED
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OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
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FOR FILING

Const
Grade Xing
PUX 462

September 6, 1962

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Attention Mr. Gordon Brooks

Dear Sir:

Re: Grade Crossing - Union Pacific Tracks
USRD Park at Celilo
PUX 462

The construction of I-80N in the Celilo-Rufus Section in Wasco County includes an interchange near the Celilo Indian Village and the reconstruction of a connection with the park area to the north of the highway. A hearing before the Oregon Public Utility Commissioner for an order changing the location of the grade crossing and providing for protection of traffic at the crossing was held September 4.

The rail traffic is six passenger trains and eight freight trains per day. Vehicular traffic is estimated as 100 ADT with a maximum daily of 1,000 vehicles. Two passenger trains run at 70 miles per hour, four at 60 miles per hour, and freights at 50 miles per hour. There are two main line tracks. PPM 21-10(4) requires short-arm gates.

The State's amended petition specified short-arm gates to be installed in connection with the standard flashing light signals which are to be moved from the existing crossing. Installation cost is to be included in the project costs and maintenance and operation costs are to be borne by the Union Pacific Railroad Company. The Railroad Company made no objection to the State's petition.

Mr. C. E. Jaqua, testifying as the engineer for the P.U.C., stated that, in his opinion, short-arm gates were neither necessary nor advisable. I do not know what the P.U.C. order will

say, but should he concur in his own engineer's testimony, the Highway Commission will be placed in an untenable position.

The position of your office on the effect of an installation at this crossing withoutgates upon the eligibility of the project for Federal aid would be appreciated. I attach a print from our map 8B-24-23, showing the grade crossing.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attachment

bc Mr. Forrest Cooper

Order #38364

6-1-62

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 219

In the matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an overcrossing structure over and across the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the OREGON TRUNK JUNCTION OVERCROSSING project, in the Northeast quarter (NE¼) of Section 19, Township 2 North, Range 15 East, W.M., Wasco County.	ORDER

The above entitled matter was duly heard on April 2, 1962, at Salem, Oregon, before A. E. Nowack, Examiner for the Commissioner. The following appearances are of record herein:

For Petitioner:

J. N. Hershberger, Assistant Attorney General, Of Counsel for the State Highway Commission, Salem, Oregon.

For Respondents:

J. A. Reuling, Jr., Assistant General Attorney
Portland, Oregon
In behalf of Union Pacific Railroad Company and Oregon-Washington Railroad & Navigation Company.

On January 29, 1962, the State of Oregon, hereinafter referred to as Petitioner, by and through its State Highway Commission, filed a Petition with the Commissioner pursuant to the provisions of ORS 763.030 and ORS 763.040, for permission to construct a highway above the grade of the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, and Oregon Trunk Railway Company, hereinafter referred to as Respondents. Petitioner also proposes to eliminate an existing grade crossing of the highway with the Respondents' tracks. This proposed crossing has been denominated the Oregon Trunk Junction Overcrossing Project.

Attached to and made a part of said Petition are Drawings Nos. 8923-A and 16308 containing vicinity maps, clearance diagrams, plan and elevation diagrams, grade line diagrams and railroad and highway profile drawings. At the hearing, Petitioners submitted a revised Drawing No. 8923-A which was received in evidence as Exhibit No. 1. It has listed the following revisions:

(a) The intersecting stations of the highway and the eastbound main line have been revised from station LR6-2955 + 96.88 P.O.S. to LR6-2956 + 08.03 P.O.S.

(b) The intersecting station of the highway and the westbound main line has been revised from station LR6-2955 + 77.46 P.O.S. to LR6-2955 + 88.61 P.O.S.

Notice of the Petition and copies thereof were duly served upon the Respondents and upon the County Court of Wasco County.

Respondents filed their Answers on February 19, 1962. Respondents admitted that the average daily railroad traffic is 14 train movements on the main line tracks and two trains on the track connecting with the line of Oregon Trunk Railway. Respondents do not object to the allocation to them of a portion of the cost of the project in the sum of $3,000.00 or the proposed handling of construction and maintenance. Respondents denied all the other allegations of the Petition.

On February 1, 1962, County Court of Wasco County by letter advised that it had no objections to the permission requested in the Petition.

The matter thereafter was set down for hearing and notice thereof duly served upon all parties.

Evidence was adduced on behalf of Petitioner and Respondents, the hearing completed and the matter submitted for determination. Based upon said evidence and record it is found that:

Petitioner is in the process of reconstructing the Big Eddy-Celilo Section of Columbia River Highway, Federal Interstate Highway 80N. The Columbia River Highway presently crosses a track of the Respondents railroad at grade. The crossing, known as Tumwater Crossing is located 11.2 miles East of The Dalles and 8.5 miles West of Biggs, in the North Half of the Northeast quarter (N½ NE¼) of Section 19, Township 2 North, Range 15 East, W. M., Wasco County, Oregon. Said crossing is designated as Crossing No. 2A-95.4C in the Commissioner's Catalog of Crossings of the State of Oregon. At the point of the crossing, Columbia River Highway is 40 feet wide. A 24 foot width is paved and carries two lanes of traffic.

Petitioner proposes to construct an overcrossing structure that will cross over the two main lines of the Respondents' railroad, which at location consists of two tracks, an eastbound track and westbound track, and also, it will cross over the track which connects the Union Pacific's eastbound main track with the track of the Oregon Trunk Railway system. This proposed overcrossing will be located in the Northeast quarter (NE¼), Section 19, Township 2 North, Range 15 East, W. M., in Wasco County, Oregon, at a point approximately one quarter mile west of the existing Oregon Trunk Railroad Bridge, known as the Wishram Bridge. The proposed overcrossing structure will be on an ascending grade to the East of 2.9896 per cent. The present two lane Columbia River Highway at the point of that overcrossing and at the location of the Tumwater grade crossing just easterly therefrom will be abandoned after the overcrossing is completed.

The center line of the highway and the eastbound main line track of the railroad will intersect at an angle of 34°02'45" in the southeast quadrant at a common point designated Highway Survey Station LWB 24+30.53 P.O.S., and Railroad Survey Station LR6-2956+08.03 P.O.S.

The center line of the highway and the westbound main line track of the railroad will intersect at an angle of 34°31'30" in the southeast quadrant at a common point designated Highway Survey Station LWB 24+06.94 P.O.S. and Railroad Survey Station LR6-2955+88.61 P.O.S.

The center line of the highway and the track of the Oregon Trunk Junction connection, will intersect at an angle of 25°51'45" in the southeast quadrant at a common point designated Highway Survey Station LWB 24+85.40 P.O.S., and Railroad Survey Station O.T. 11+06.33 P.O.T.

On completion of the proposed project, the overcrossing structure will carry westbound motor vehicle traffic only.

Rail traffic consists of a total of 14 movements daily on the main line tracks and of two train movements daily on the connecting track to the Oregon Trunk Railway. The average daily motor vehicle traffic over the proposed overcrossing when completed, will be 1,850 vehicles per day with an anticipated increase to 4,650 vehicles per day by 1975. An overcrossing which will permit a division of train and vehicular traffic by separation of the grade of the highway and the railroad, will be suitable and proper for the safety, accommodation and convenience of the public and in the public interest.

The proposed overcrossing is a combination structure. From the east to west it consists of three precast, prestressed concrete beam spans, each 55 feet 4 inches in length; two welded steel beam spans over the tracks, each 90 feet in length; and three precast, prestressed concrete beam spans, each 70 feet in length. The over-all length of the structure is 556 feet between center of end bents.

The roadway width of the structure will be 30 feet between the curbs with no provision for sidewalks. The curbs on both sides of the road will be provided with handrails.

The minimum horizontal clearance between center of the eastbound main line track and of pier or column will be 12 feet. A distance of 24 feet between base of rail and underside of overhead girder will afford adequate vertical clearance.

The minimum horizontal clearance between center of the westbound main line track and of pier or column will be 18 feet 7¼ inches. A distance of 26 feet 4 inches between the base of rail and underside of overhead girder will afford adequate vertical clearance.

The minimum horizontal clearance between center of track of the Oregon Trunk Junction connection and of pier or column will be 9 feet 7 3/4 inches. A distance of 25 feet 5 5/8 inches between base of rail and underside of overhead girder will afford adequate vertical clearance.

All track clearances, both vertical and horizontal are in conformity with or in excess of minimums heretofore prescribed in the Commissioner's Order No. 33700. During the course of construction of the structure, the vertical clearance will not be impaired.

Petitioner proposes that there be installed approximately 165 lineal feet of inner guardrail on the eastbound main track and approximately 210 lineal feet of inner guard on the track of the Oregon Trunk Junction connection. The inner guardrail is to be placed on both tracks inside of the running rail farthest from Bent No. 5, at a distance not to exceed 10 inches from center of running rail to center of guardrail. The guardrail is proposed for the protection of the bridge structure and to help keep railroad cars within the tie area in the event of a derailment of train while passing beneath the structure.

Construction and maintenance of the proposed project will be handled and the costs thereof borne as follows:

Petitioner will:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, including highway approaches, and supervise the construction thereof.

(b) Finance the construction of said project from State and Federal Highway funds, including reimbursement to Railroad Companies for necessary expenditures incurred by them in connection therewith.

(c) After completion of the project maintain the overcrossing structure with its approaches, retaining wall and other highway appurtenances and facilities.

Respondents will:

(a) Subject to reimbursement by the Petitioner:

1. Furnish such engineering, inspection, watchman and flagmen services as may be necessary to protect railroad operations during the period of construction of the project.

2. Revise existing communication lines to protect them during the construction period and replace in final position upon completion of the project.

3. Remove and replace right-of-way fence as required for overcrossing construction.

4. Install approximately 165 lineal feet of inner guardrail on the eastbound main track and approximately 210 lineal feet of inner guardrail on the track of the Oregon Trunk connection to be installed on both tracks inside of the running rail farthest from Bent No. 5, at a distance not to exceed 10 inches from the center of running rail to center of guardrail.

5. Upon the completion of the construction, remove the existing warning signals at the grade crossing designated as Crossing No. 2A-95.4-C in the Commissioner's Catalog of Crossings in the State of Oregon, which will be abandoned, and credit Petitioner with the salvage value.

(b) At their own cost and expense:

1. Maintain the railroad tracks with their facilities after construction.

2. Contribute the sum of $3,000.00 to Petitioner as Respondents' contribution to the project.

No objections were made to these proposals and they are approved. The proposals relating to the division of costs and expenses of construction and maintenance are just and reasonable under the circumstances.

From the foregoing it is concluded that the proposed overcrossing is necessary and is required in the interest of the public safety, convenience and general welfare. Permission for the construction thereof should be granted upon the terms and conditions hereinafter set forth; it is therefore

ORDERED that the Petition of the State of Oregon, by and through its State Highway Commission, for authority to construct an overcrossing structure over and across the tracks and right of way of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, and Oregon Trunk Railway Company known as the "Oregon Trunk Overcrossing Project," on the Federal Interstate Highway 80N, located in the Northeast quarter (NE¼), Section 19, Township 2 North, Range 15 East, W. M., Wasco County, Oregon, be and the same is hereby granted upon the following terms and conditions:

1. Construction shall be done in a good and workmanlike manner in accordance with accepted engineering practices, and the findings heretofore made, and in substantial conformity as to location, grade, elevation and general design with the revised map and profile drawing in evidence.

2. Construction and maintenance of the proposed project shall be handled and the cost thereof borne as set forth in the findings of the Commissioner hereinabove made; and it is further

ORDERED that the Petition of the State of Oregon, by and through the State Highway Commission, for authority to abandon crossing No. 2A-95.4C in the Commissioner's Catalog of Crossings, be and the same is hereby granted upon the terms and conditions set forth in the findings hereinabove made; and it is further

Order #38364

ORDERED that No. 2A-95.3-A shall be assigned to the subject overcrossing in the Commissioner's Catalog of Crossings in the State of Oregon; and it is further

ORDERED that this order shall be effective on the date of execution hereof.

Made and entered this 1st day of June, 1962.

Joel C Bill
Public Utility Commissioner

(SEAL)

9. 30-62 Order #38738

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 230

In the matter of the Application of the STATE OF OREGON by and through its State Highway Commission, for authority to construct an overcrossing structure over and across the main line tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the East Celilo Overcrossing Project, in the Southwest quarter (SW¼) of Section 16, Township 2 North, Range 15 East, W.M., in Wasco County, Oregon.	ORDER

The above entitled matter was duly heard on September 4, 1962, at Salem, Oregon, before A. de Leon and A. E. Nowack, Examiners for the Commissioner. The following appearances are of record herein:

For Petitioner:

J. N. Hershberger, Assistant Attorney General of Counsel for the State Highway Commission, Salem, Oregon

For Respondent:

J. A. Reuling, Jr., Assistant General Attorney
Portland, Oregon
In behalf of Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee

For Commissioner:

C. E. Jaqua, Utility Engineer
In behalf of the Public Utility
Commissioner

On May 1, 1962, the State of Oregon, hereinafter referred to as Petitioner, by and through its State Highway Commission, filed a Petition with the Commissioner pursuant to the provisions of ORS 366.205 and ORS 763.040, for permission to construct a highway above the grade of the main line tracks and right-of-way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, hereinafter referred to as Respondent. This proposed overcrossing has been denominated the East Celilo Overcrossing Project.

Attached to and made a part of said Petition are Drawings Nos. 8831-D (with revision No. 3) and 17288 containing vicinity maps, clearance diagrams, plan and elevation diagrams, grade line diagrams and railroad and highway profile drawings. At the hearing, Respondent submitted a drawing entitled "Union Pacific Railroad Common Standard Guard Rail for Structures and Curves," which was received in evidence as Exhibit No. 1.

Notice of the Petition and copies thereof was duly served upon the Respondent and upon the County Court of Wasco County.

Respondent filed an Answer on May 22, 1962. Respondent admits the allegations contained in Paragraphs I, II, IV, VI, and IX of the Petition and denies all the other material allegations. Respondent also alleges, among other things, that Petitioner's drawings show an ascending grade tangent of +2.9716 per cent from the East and not as alleged in Paragraph VI of the Petition; the 290 feet of inner guard rail mentioned in Paragraph VIII (4) of said Petition should be installed adjacent to the north rail of the eastbound track and that this overcrossing will require the movement of Respondent's signal No. 969 from its present location to a new location.

The matter thereafter was set down for hearing and notice thereof was duly served upon all parties.

Evidence was adduced on behalf of Petitioner, Respondent and Commissioner, the hearing was completed and the matter submitted for determination. Based upon said evidence and record it is found that:

Petitioner is in the process of reconstructing the Big Eddy-Celilo Section of Columbia River Highway, Federal Interstate Highway No. 80N (State Primary Highway No. 2). In connection therewith Petitioner proposes to construct an overcrossing structure that will cross over the main line of the Respondent's railroad consisting of two tracks accommodating eastbound and westbound traffic. The proposed overcrossing will be located in the Southwest quarter ($SW\frac{1}{4}$) of Section 16, Township 2 North, Range 15 East, W.M., in Wasco County, Oregon, at a point approximately 10 miles East of The Dalles. The roadway gradient, at the location of and in the vicinity of the overcrossing structure, is on a vertical curve which joins an ascending tangent grade eastward of 0.6248% and an ascending tangent grade westward of 2.9716%.

The center line of the highway and the center line of the eastbound track of the railroad will intersect at an angle of 20° 48' 46" tangent to tangent in the Southwest quadrant at a common point designated Highway Survey Station L6 119 + 26.30 P.O.S., and Railroad Survey Station U.P.R.R. 3049 + 57.63 P.O.C.

The center line of the highway and the center line of the westbound track of the railroad will intersect at an angle of 20° 53' 03" tangent to tangent in the Southwest quadrant at a common point designated Highway Survey Station L6 119 + 65.99 P.O.S., and Railroad Survey Station U.P.R.R. 3049 + 94.80 P.O.C.

On completion of the proposed project, the overcrossing structure will carry eastbound and westbound motor vehicle traffic.

Rail traffic consists of 14 movements daily on the main line tracks. The annual average daily motor vehicle traffic over the proposed overcrossing, when completed, will be 3,750 vehicles per day with an anticipated increase to 9,350 vehicles per day by 1975. An overcrossing which will permit a division of train and vehicular traffic by separation of the grade of the highway and the railroad will be suitable and proper for safety, accommodation and convenience of the public and in the public interest.

The overcrossing structure as proposed will be 614 feet long between end bents at its center line, and composed of ten spans varying in length from 31 to 135 feet. The centers of the reinforced concrete columns which support the two steel beam spans which cross over the tracks are 135 feet apart. The five spans adjoining to the West, and the three to the East are of reinforced concrete deck girder construction.

The roadway width of the structure will be 62 feet 4-3/4 inches between the curbs with no provisions for sidewalks. The curbs on both sides of the road will be provided with handrails.

The minimum horizontal clearance between center of the eastbound main line track and face of pier or column will be 12 feet. A distance of 24 feet between base of high rail and underside of overhead girder will afford adequate vertical clearance.

The minimum horizontal clearance between center of the westbound main line track and face of pier or column will be 18 feet. A distance of 24 feet 7-3/8 inches between base of high rail and underside of overhead girder will afford adequate vertical clearance.

All track clearances, both vertical and horizontal, are in conformity with or in excess of minimums heretofore prescribed in the Commissioner's Order No. 33700. During the course of construction of the structure, the vertical clearance will not be impaired.

Petitioner proposed that there be installed approximately 290 lineal feet of inner guard rail adjacent

to the north rail of the eastbound track, in accordance with the specifications set forth in Respondent's Exhibit No. 1 received in evidence herein and entitled "Common Standard Guard Rail for Structure and Curves." The guard rail is proposed for the protection of the bridge structure and to help keep railroad cars within the tie area in the event of a derailment of train while passing beneath the structure.

Petitioner also proposes to remove Respondent's railroad signal No. 969 from its present location to a new location, east of the crossing where it will be visible to westbound railroad traffic.

Construction and maintenance of the proposed project will be handled and the cost thereof borne as follows:

Petitioner Will:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, including highway approaches, and supervise the construction thereof.

(b) Finance the construction of said project from State and Federal highway funds, including reimbursement to Respondent for necessary expenditures incurred by it in connection therewith.

(c) After completion of the project, maintain the overcrossing structure with its approaches, retaining wall and other highway appurtenances and facilities.

Respondent Will:

(a) Subject to reimbursement by the Petitioner:

1. Furnish such engineering, inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of construction of the project.

2. Revise existing communication lines to protect railroad operations during the construction period and replace in final position upon completion of the project.

3. Remove and replace right-of-way fence as required for overcrossing construction.

4. Install approximately 290 lineal feet of inner guard rail adjacent to the north rail of the eastbound track, at an appropriate distance and location, for the protection of the bridge structure and to help keep railroad cars within the tie area, in the event of a derailment of train while passing beneath the structure.

5. Upon the completion of the construction, remove the existing Respondent's railroad signal No. 969 from its present location to a satisfactory location east of the crossing where it will be visible to westbound rail traffic.

(b) At its own cost and expense:

Maintain the railroad tracks with their facilities and appurtenances after construction.

No objections were made to these proposals and they are approved. The proposals relating to the division of costs and expenses of construction and maintenance are just and reasonable under the circumstances.

From the foregoing it is concluded that the proposed overcrossing is necessary and is required in the interest of the public safety, convenience and general welfare. Permission for the construction thereof should be granted upon the terms and conditions hereinafter set forth; it is therefore

ORDERED that the Petition of the State of Oregon, by and through its State Highway Commission, for authority to construct an overcrossing structure over and across the tracks and right-of-way of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the East Celilo Overcrossing Project, on the Federal Interstate Highway 80N, located in the Southwest quarter (SW¼), Section 16, Township 2 North, Range 15 East, W.M., Wasco County, Oregon, be and the same is hereby granted upon the following terms and conditions:

1. Construction shall be done in a good and workmanlike manner in accordance with accepted engineering practices, and the findings heretofore made, and in substantial conformity as to location, grade elevation and general design with the revised map and profile drawing in evidence.

2. Construction and maintenance of the proposed project shall be handled and the cost thereof borne as set forth in the findings of the Commissioner hereinabove made; and it is further

ORDERED that No. 2A-96.9-A shall be assigned to the subject overcrossing in the Commissioner's Catalog of Railroad Crossings in the State of Oregon; and it is further

ORDERED that this order shall be effective on the date of execution hereof.

Made and entered this 25th day of October, 1962.

Public Utility Commissioner

(SEAL)

RECEIVED
APR 10 1962
FOR FILING

FORM E-30X—50M—11-61—40231

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 17, 1962

SUBJECT: East Celilo-UPRR Overcrossing
Big Eddy-Celilo Section
Bridge No. 8831

To:

Mr. Leonard I. Linias
Chief Counsel
O F F I C E

Attention: Mr. Herschberger

The reconstruction of the existing Columbia River Highway to interstate standards will require an overcrossing of the main line tracks of the Union Pacific Railroad immediately east of Celilo.

I am enclosing 12 prints each of our Drawings 8831-D with Revision No. 3 and Drawing 17288, which drawings are, respectively, the plan and elevation and vicinity map for the proposed crossing.

The proposed crossing is in the SW¼, Sec. 16, T. 2 N., R. 15 E., W.M. The proposed highway center line intersects the eastbound main line track at Highway Station L6119+26.30 P.O.S. equals Railroad Station 304+57.63. The highway intersects the westbound main line at L6119+65.99 P.O.S equals Railroad Station 304+94.80. The intersection angles between the highway center line and the eastbound main line are 20° 28'46" in the S.E. quadrant, and between the highway center line and the westbound main line 20°53'3" in the S.E. quadrant; all angles being measured tangent-to-tangent as at the point of crossing both the highway and the Railroads are on curves.

The highway structure will be a four-lane structure with a width of 62'4-3/4" face-to-face of curbs. No sidewalks will be provided. The structure will have an overall length of 614 feet center-to-center of end bents, and measured on the highway center line. Beginning at the west end there will be two 31-foot reinforced concrete deck girder spans, three 47-foot reinforced concrete deck girder spans, two 135-foot steel beam spans, and three 47-foot reinforced concrete deck girder spans.

The overcrossing structure is on a 1800' vertical curve which has ascending tangents from the west of +0.62483% and an ascending tangent from the east of +2.97169%.

Drawing No. 8831-D indicates a clearance diagram, and further indicates that in all instances the clearance both vertical and horizontal are in excess of the minimum PUC requirements. There will be no impairment of vertical clearance during the construction period.

NOTED
P. M. STEPHENSON

Attention: Mr. Herschberger

The proposed structure is on Interstate Highway 80N, and will be constructed entirely from State and Federal highway funds without request of funds from the Railroad Companies. The Railroad Companies will be reimbursed for those expenses and expenditures which are reimbursable under PPM30-3 with additions and amendments thereto.

It has been estimated that upon the completion of this project there will be highway traffic of 3750 vehicles per day with an increase to 9350 in 1975. There are 14 train movements per day on the eastbound and westbound main line tracks.

During the construction of this project, the State will prepare plans, specifications, award a contract, and supervise construction, and upon the completion of the project will maintain the structure and all highway appurtenances.

During the construction period the Railroad should do the following things subject to reimbursement under PPM30-3 as mentioned above:

1. Provide engineering, watchman and flagman services to protect its operations during the construction period.

2. Remove and replace right-of- way fences as required.

3. Remove signal and communication line and protect the same during the construction period, and replace in permanent location upon the completion of the project.

4. Provide approximately 290 feet of inner-guard rail adjacent to the south rail of the eastbound main line track.

5. Maintain railroad trackage and other railroad appurtenances at its own cost and expense.

Will you please prepare a petition for a Public Utilities Commission hearing for this project?

RECEIVED
APR 18 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Ivan D. Merchant
Bridge Engineer

IDM/mm
Attached

cc: Mr. P. M. Stephenson

3-27-62 Order #38317

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF - 215

In the matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an overcrossing over the main line tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the FIVE MILE OVERCROSSING PROJECT, in the Northwest quarter (NW¼) of Section 29, Township 2 North, Range 14 East, W.M., Wasco County, Oregon.	ORDER

The above entitled matter was duly heard on February 27, 1962, at Salem, Oregon, before Charles E. Leierer, Examiner for the Commissioner. The following appearances are of record herein:

For Petitioner:

J. N. Hershberger, Assistant Attorney General, Salem, Oregon
In behalf of the Oregon State Highway Dept.

For Respondents:

John A. Reuling, Jr., Attorney
Portland, Oregon
In behalf of Oregon-Washington Railroad and Navigation Company and Union Pacific Railroad Company.

For Commissioner:

C. E. Jaqua, Utility Engineer
Salem, Oregon
In behalf of the Public Utility Commissioner of Oregon.

Order #38317

On January 2, 1962, the State of Oregon, hereinafter referred to as Petitioner, by and through its State Highway Commission, filed a Petition with the Commissioner pursuant to the provisions of ORS 763.040 for permission to construct a highway above the grade of the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, hereinafter referred to as Respondents. The proposed crossing has been denominated the Five Mile Overcrossing Project.

Attached to and made a part of said Petition are Drawings Nos. 8924-A and 16309 containing vicinity maps, clearance diagrams, plan and elevation diagrams, grade line diagrams and railroad and highway profile drawings.

Notice of the Petition and copies thereof were duly served upon the Respondents and upon the County Court of Wasco County.

Respondents filed their Answer on January 17, 1962. Respondents denied certain material allegations of the Petition but had no objection to the proposals made if permission as requested was granted.

On February 2, 1962, County Court of Wasco County filed a letter stating that it had no objections regarding the Petition filed.

The matter thereafter was set down for hearing and notice thereof duly served upon all parties of record.

Evidence was adduced on behalf of Petitioner and Respondents, the hearing completed and the matter submitted for determination. Based upon said evidence and record it is found that:

The Petitioner is in the process of reconstructing the Big Eddy-Celilo section of the Columbia River Highway, Federal Interstate Highway 80N, and as part thereof it will be necessary to construct an overcrossing over the two main tracks of the Respondents. Because of the nature and volume of the motor traffic on the highway such structure is considered necessary and proper for the service and

convenience of the public. The construction of a crossing at grade is not permitted under federal standards, and a grade crossing would be hazardous to traffic on both the railroad and the highway.

The overcrossing structure will cross over the main line of the Respondent's railroad, which at this location consists of two tracks, an eastbound track and a westbound track. The proposed overcrossing will be located in the northwest quarter (NW¼) of Sec. 29, T. 2 N., R. 14 E., W.M., Wasco County at a point approximately 5.4 miles northeast of The Dalles. The tangent center lines of the highway and the eastbound track of the railroad will intersect at an angle of 20°13' in the northeast quadrant at a common point designated as Highway Survey Station WB 2598+31.10 POS and Railroad Survey Station EB 2649+60.70 POC. The center lines of the highway and the westbound track of the railroad will intersect at an angle of 21°07' tangent to tangent in the Northeast quadrant at a common point designated Highway Survey Station WB 2598+70.55 POS and Railroad Survey Station WB 2650+02.96 POC.

When this proposed project is completed the overcrossing structure will carry westbound motor vehicle traffic only. The eastbound motor vehicle traffic will continue to use the present existing Columbia River Highway.

Rail traffic at the location in question consists of 16 train movements daily. The average daily motor vehicle traffic over the proposed crossing when completed will be 1,850 vehicles per day with an anticipated increase to 4,650 vehicles per day by 1975. An overcrossing which will permit a division of train and vehicular traffic by separation of the grade of the highway and the railroad will be suitable and proper for the safety, accommodation and convenience of the public and in the public interest.

The overcrossing structure at the point of crossing is on a section of a 1500 foot long vertical curve, the tangent projections of which are on an ascending gradient of 0.7967% from the west and 2.8804% from the east. The proposed structure is located westerly of the intersection of the tangent projections and the structure is on an ascending grade from west to east.

The proposed structure will be 375 feet in length along the center line of the concrete and steel deck which will provide a 30 foot wide roadway between safety curbs and handrails. The two 90 foot long sections which are immediately over the tracks are supported by steel beams on concrete and steel columns, and are joined on the northeast by two 73 foot long prestressed concrete beam spans, and on the southwest by one 39 foot and one 10 foot long reinforced concrete deck girder spans.

A minimum horizontal clearance between the center of the eastbound track and the vertical face of the nearest supporting member of the completed structure will be 12 feet. The minimum horizontal clearance between the center of the westbound track and the face of the nearest supporting member adjacent thereto will be 18 feet. The minimum vertical clearance between the lower edge of the girder immediately over the tracks and the base of the rails will not be less than 24 feet for either the eastbound or westbound track. All clearances both vertical and horizontal are in conformity with or in excess of minimums heretofore prescribed in the Commissioner's Order No. 33700. During the course of construction of the structure the vertical clearances will not be impaired.

The Petitioner requests that there be installed on both the eastbound and westbound tracks 210 lineal feet of innerguard rail. Innerguard rails are placed inside of the running rails of the tracks, parallel thereto and approximately 9 inches inside either or both of the running rails depending on which side of the track the horizontal impairments might occur. The purpose of the guardrail is to help keep rail cars within the tie area in the event of a derailment of a train while passing beneath the structure. The Respondent does not recommend such guardrails if the horizontal clearance is 18 feet or more from center of track to the face of the adjacent supporting columns. It was mutually agreed that a guardrail should be required on the eastbound track inside the running rail furthest from the side on which the horizontal clearance occurred. On the westbound track, due to the fact that the horizontal clearance on the westbound track is 18 feet and not in excess thereof and that Petitioner is willing to reimburse Respondents for the installation thereof, the additional safety afforded by a guardrail

inside the running rail farthest from the side of the track on which 18 feet horizontal clearance occurs is deemed advisable and such guardrail should be installed.

Construction and maintenance of the proposed project will be handled and the costs thereof borne as follows:

Petitioner will:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, including highway approaches and supervise the construction thereof.

(b) Finance the construction of the said project, without participation therein from funds of Railroad Companies, from State and Federal Highway funds, including reimbursement to Railroad Companies for necessary expenditures incurred in connection therewith.

(c) After completion of the project maintain the overcrossing structure with its approaches, the highway slope on the north side of the tracks, and other highway appurtenances at the highway grade level.

Respondents will:

(a) Subject to reimbursement by the Petitioner:

1. Furnish such engineering, inspection, watchman and flagmen services as may be necessary to protect railroad operations during the period of the construction of the project.

2. Move and reinstall such existing right of way fences as necessarily must be removed for the project.

3. Remove and replace such existing signal and communication lines to protect the same during construction.

4. Revise electrified rock protection fences as required during the construction and replace in a permanent location upon completion of the construction.

5. Place approximately 210 lineal feet of innerguard rail on both the eastbound and westbound tracks.

(b) At their own cost and expense maintain the railroad tracks with their appurtenances and facilities after completion of the construction.

With the exception concerning the installation of innerguard rails as above noted these proposals have been agreed upon between the Petitioner and Respondents. The installation of innerguard rails on the inside of the running rail farthest from the adjacent supporting structure on both the eastbound and westbound tracks are deemed advisable and such guard rails should extend 50 feet beyond the limits of each side of the structure. All of the proposals are therefore approved as modified above. The proposal relating to the division of the expenses are just and reasonable under the circumstances.

From the foregoing it is concluded that the proposed overcrossing is necessary in connection with the construction and relocation of Federal Interstate Highway 80N between The Dallas and Biggs, Oregon, and is required in the interest of the public safety, convenience and general welfare. Permission for the construction thereof should be granted upon the terms and conditions hereinafter set forth; it is therefore

ORDERED that the permission requested in the Petition of the State of Oregon, by and through the State Highway Commission, for the construction of an overcrossing structure over and across the tracks and right of way of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the Five Mile Overcrossing Project, on Federal Interstate Highway 80N, located in the northwest quarter (NW¼) Sec. 29, T. 2 N., R. 14 E., W.M., Wasco County, be and is hereby granted, upon the following terms and conditions:

(1) Construction shall be done in a good and workmanlike manner in accordance with accepted engineering practices and in conformity as to location, grade, eleva-

tion and general design, with the plan and profile drawings Nos. 8924-A and 16309, marked and received as exhibits in evidence in this matter, or such revisions thereof as may be mutually agreed upon by Petitioner and Respondents.

(2) Construction and maintenance of the proposed project shall be handled and the cost thereof borne as set forth in the findings of the Commissioner hereinabove made; and it is further

ORDERED that No. 2A-89.61-A shall be assigned to the subject overcrossing in the Commissioner's Catalog of Crossings in the State of Oregon; and it is further

ORDERED that in the event any revisions of plans and specifications heretofore submitted to the Commissioner are made, such revised plans and specifications shall be submitted to the Commissioner for his approval; it is further

ORDERED that this order shall be effective on the date of execution hereof.

Made and entered this 27th day of March, 1962.

Public Utility Commissioner

(SEAL)

RECEIVED
JAN 12 1962
FOR FILING

Salem, Oregon
January 30, 1962

17 10Y-16 2

Mr. Glen Sorensen
Staff Attorney
Legal Division

Grade Crossing - Union Pacific Tracks
Serving Park Area on Columbia
River at Celilo
Wasco County

The State proposes to improve the Columbia River Highway (I-80N) in the vicinity of Celilo in Wasco County. There will be an interchange built serving the park area on the river to the north of the highway and the Union Pacific tracks. It is proposed that a grade crossing be established across the Union Pacific tracks serving this park area. There is now a grade crossing approximately 1,450 feet to the west of the proposed crossing which will be closed by our construction and the area served by the new grade crossing.

The present grade crossing bears PUC No. 2A-96.5. The crossing is in the SE¼ of the SE¼ of Section 17, Township 2 N, Range 15 E. There are two Union Pacific tracks at the site. The intersection of the highway center line south of these two tracks is at Railroad Station 3032+82.27 P.O.S. and Highway Station R 17+54.87 P.O.T. The angle of the intersection is 86° 47' 22" in the SW quadrant. The grade line of the highway at the crossing is 0.472% descending to the north but is at the end of a 220-foot vertical curve connecting a 6.012% ascending grade to the grade at the crossing. The railroad grade is approximately level. The highway will be two 11-foot travel lanes with 4-foot paved shoulders on each side. There are two railroad tracks at 14-foot centers.

Sight distances from the highway are as follows:

		East	West
From 500'	North	75	600
" 50'	"	1,900	2,000
" 50'	South	800	800
" 500'	"	20	20

Railroad traffic at the crossing is 14 trains per day with some of these trains high speed traffic. It is estimated that there will be an average daily highway traffic of 100 vehicles per day.

There is an existing flashing light signal without gongs at the present highway crossing. It is proposed that the Railroad Company move this signal to the new crossing and reconnect it to the tracks. All costs for moving and reconnecting the signal is to be at State expense. Railroad should also remove and re-establish its right-of-way fences at the site of the new crossing and install new fence across the present grade crossing. This is to be at State expense. Railroad should also furnish such watchmen and flagmen as may be necessary to safeguard its operations at State expense. Railroad should also install guardrail at the new crossing to retain the pavement. This to be at State expense. all reimbursable railroad costs to be controlled by the provisions of PPM 30-3 and subsequent amendments or supplements. The State at its own cost will do all highway work, including the installation of a culvert on the south side of the railroad tracks to accommodate side drainage as it now exists and will install the pavement across the railroad tracks.

Upon completion of the project, the Railroad should maintain its railroad facilites, including its ballast, ties, track, and culverts installed to accommodate side drainage. Railroad should also operate and maintain the signals. These maintenance and operation costs are to be borne by the Railroad. State will maintain the highway and all highway facilities, including the surfacing across the tracks.

It would be appreciated if you would make an application to the PUC for authority to install the grade crossing.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms

FORM E-30 50M 8-61 84397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 17, 1962

SUBJECT: Celilo Interchange

To:

Mr. R. L. Porter
Assistant State Highway Engineer
O F F I C E

Referring to Mr. Paxson's letter of January 3 concerning the access to the Celilo Park, I am submitting the following in answer to your questions:

The proposed Celilo Interchange and the revised access to the park has been discussed with both the Army Engineers and Wasco County.

This park was constructed and is owned by the Army Engineers.

This park is operated by Wasco County under agreement with the Army Engineers.

The grade crossing has two signals for protection, one on the north and one on the south with alternate flashing lights (no bell). It also has small cross-bucks which are reflectorized.

I am returning to you the two prints which were attached to your letter.

F. D. Morgan
Construction Engineer

GKA:jp:fp

Attach.

RECEIVED
JAN 18 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FINAL SURVEY	DATE
NOTE BOOK	SURVEYED PLOTTED TRIANGULATION AREA
NO	AREA CHECKED

← COLUMBIA RIVER

U.P. R.R. GRADECROSSING

Proposed Celilo Interchange
Sta. 103+00

Lot #1

UNION PACIFIC R.Y.
2 Tracks

17

Lot #4

← To The Dalles 10mi.

Lot #2

CELILO VILLAGE

20 21 16

OREGON TRUNK R.Y.
1 Track

EXISTING U.S. 30

2 Tracks

Lot #3

Lot #2

20

21

T.2 N., R.15 E.

VICINITY MAP

SCALE 1" = 1,000'

CELILO INTERCHANGE

V.C.P.I.
Sta 119+00 E. 213.23

+0.62487%

-2.9716%

1200' V.C.

-210

-230

-150

-150

200

150

100

70 80 90 100 110 120 130 140

Sta 134+50
El. 172.16
FINISH

PROFILE

SCALE: 1"

T.2

-PA

N

N

Lot #2

Lot #1

Lot #C

Trestle

Sta. R" 0+50: Beginning of launching Ramp

165

ITD

R/W

END OF FENCE

18" CMP

Sig. Block

O.R.R. xing Light

22.6 c.f.s.

To The Dalles 115 mi.

O.R.R. Sig. Bridge

34 wires

36 wires

R.R. Telegraph

UNION PACIFIC R.R.

N 51° 30' 10" E

S 62° 29' 15" W

P.P. & L.

175

180

185

190

To The Dalles

To Wishram Wn.

Turn. 4" Mast. Fence

12" CMP & 1" H2O Line

15 wires

3 wires

200

200' V.C.

+.024%

-1.5%-50 El. 172.16 from C

SCALE: 1" = 100' VERT. 1,000' HORZ.

T.2N., R.15E., W.M.

← COLUMBIA RIVER

U.S. Meander Line

"R" Line
2° C.L.
Δ = 5°00'12"
Ts = 125.16'
Lc = 250.17'
R = 2864.79'

R" 10+45.45 P.C.

R" 12+95.64 P.T.

-PARK AREA-
As Constructed

Single Face Parking Rail

Double Face Parking Rail

N 7°49'E

℄ End of Fence

N 51°49'12" E

℄ U.P.R.R. R/W

℄ Woven Fence

O.H.E.L.

51°30'10"E From U.S. Corps of Engr's.

℄ U.P.R.R. R/W

℄ Proposed Hwy. R/W

"A" Leg

Gravel Pit

CELILO

"L" Line N. 56°36'0" E.

"C"

℄ O.T. R.R. R/W

OREGON TRUNK R.Y.

Hwy. 0°30' C.B.
Δ = 3°04'
Ts = 310.2

165 170 175 180 185 190 195

FED. ROAD Div. No.	STATE	PROJECT NUMBER
8	OREGON	

"R" Line
65' Rad.
Δ = 99°47'00"
T = 77.17'
L = 113.20'

"R" 15+92.58 P.C.

U.P. Crossing
— Sight Distances —

500' North	600' West & 75' East
50' North	1000' East & 2000' West
50' South	800' East & 800' West
500' South	0' East & 0' West

"R" 17+05.78 P.T.

"R" 17+40.85 P.O.T.
L R5 3032+83.04 P.O.S. (14' Lt.)

"R" 17+54.87 P.O.T.
L R5 3032+82.27 P.O.S.

O.R. R.R. R/W

"R" 19+94.67 P.C.
L R5 3034+94.67 P.C.

31 wires

32 wires

U.P.R.R. R/W

Proposed Hwy. R/W

15-15' Chords

"R" Line

"R" 20+20.76 P.O.T.
L R2 +93.55 P.O.T.

INTERCHANGE

"B" Leg

"C" Leg

"D" Leg

Gravel Pit

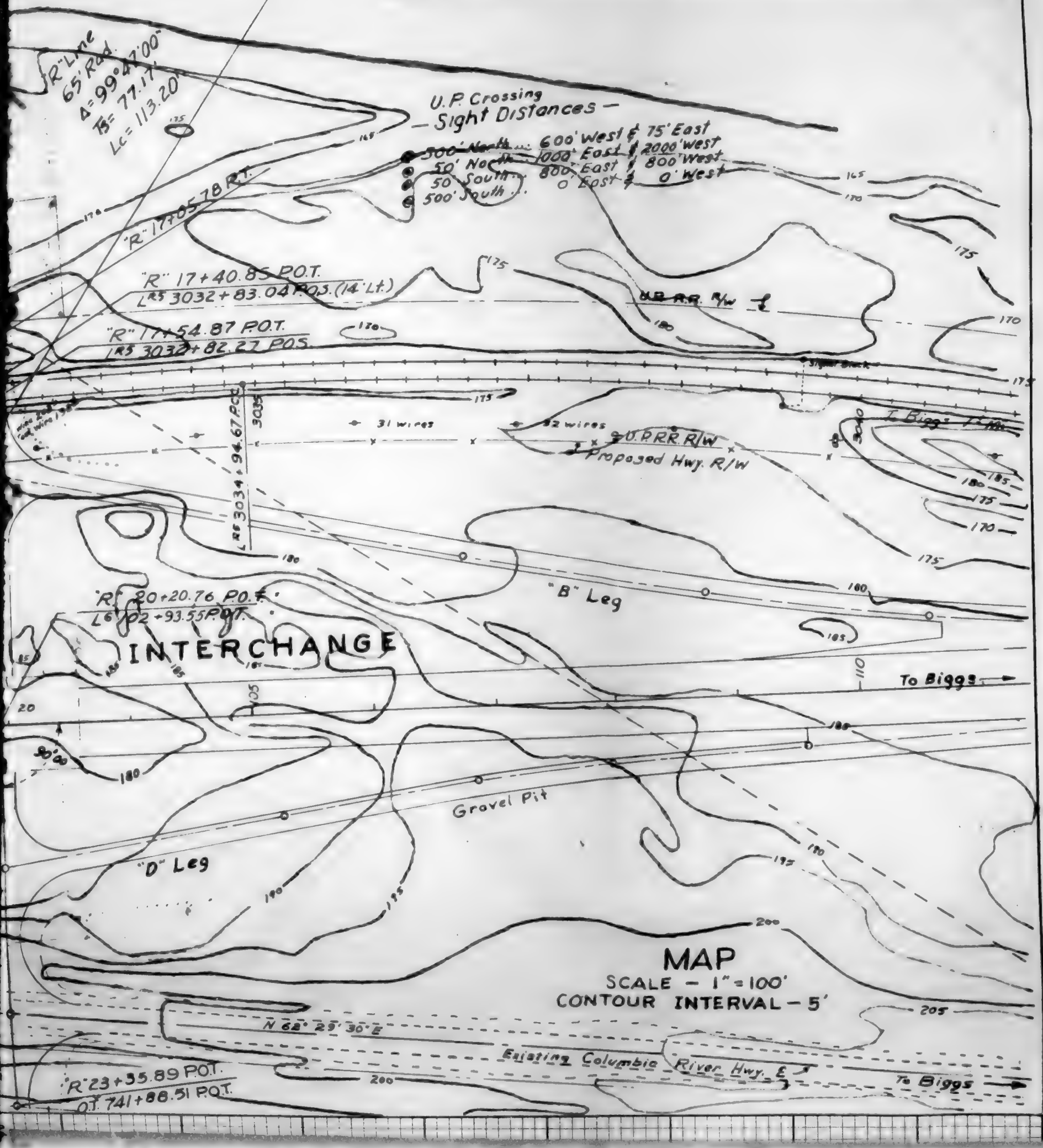
MAP
SCALE — 1" = 100'
CONTOUR INTERVAL —

N 68° 23' 30" E

Existing Columbia River Hwy.

"R" 23+35.89 P.O.T.
O.T. 741+88.51 P.O.T.

				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index



80 90 100 110 120 130 140

SCALE: 1"=

PROFILE

N.R. 176.31 / S.R. 176.30
N.R. 176.38 / S.R. 176.38
176.43 / 176.42
N.R. 176.41 / S.R. 176.40
N.R. 176.41 / S.R. 176.40
N.R. 176.41 / S.R. 176

U.P.R.R. West Bound Profile

N.R. 176.35 / S.R. 176.35
N.R. 176.41 / S.R. 176.39
N.R. 176.48 / S.R. 176.47
N.R. 176.48 / S.R. 176.47
N.R. 176.44 / S.R. 176.45
N.R. 176.41 / S.R. 176

U.P.R.R. East Bound Profile

3020

200

190

180

170

-0.84%

100' V.C.

+50 Fin. El. 175.36

Paved Parking Area

10

P.I. V.C. +50 Fin. El. 173.10

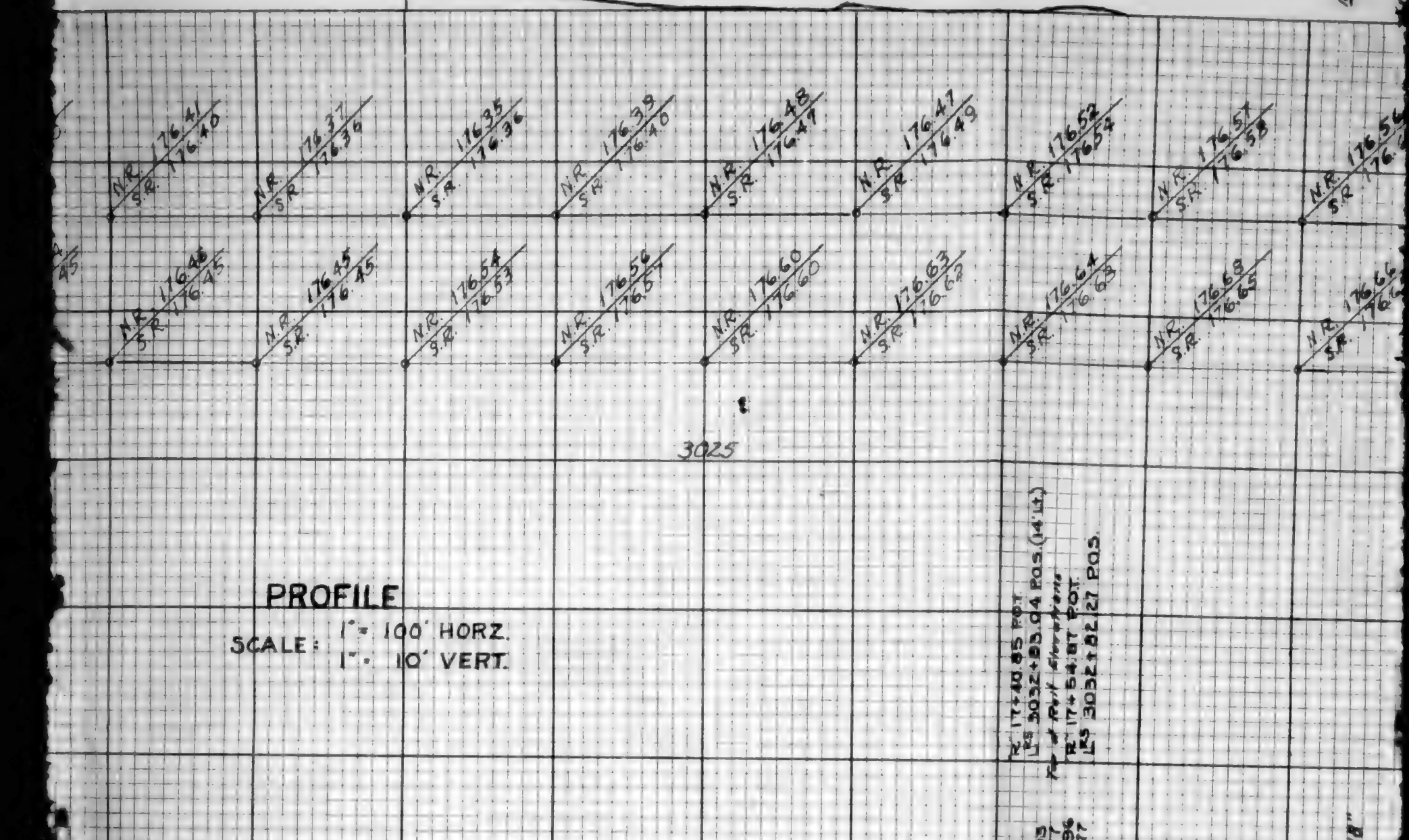
TYP

SCALE

ORIGINAL SURVEY
NOTE BOOK
NO
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

140

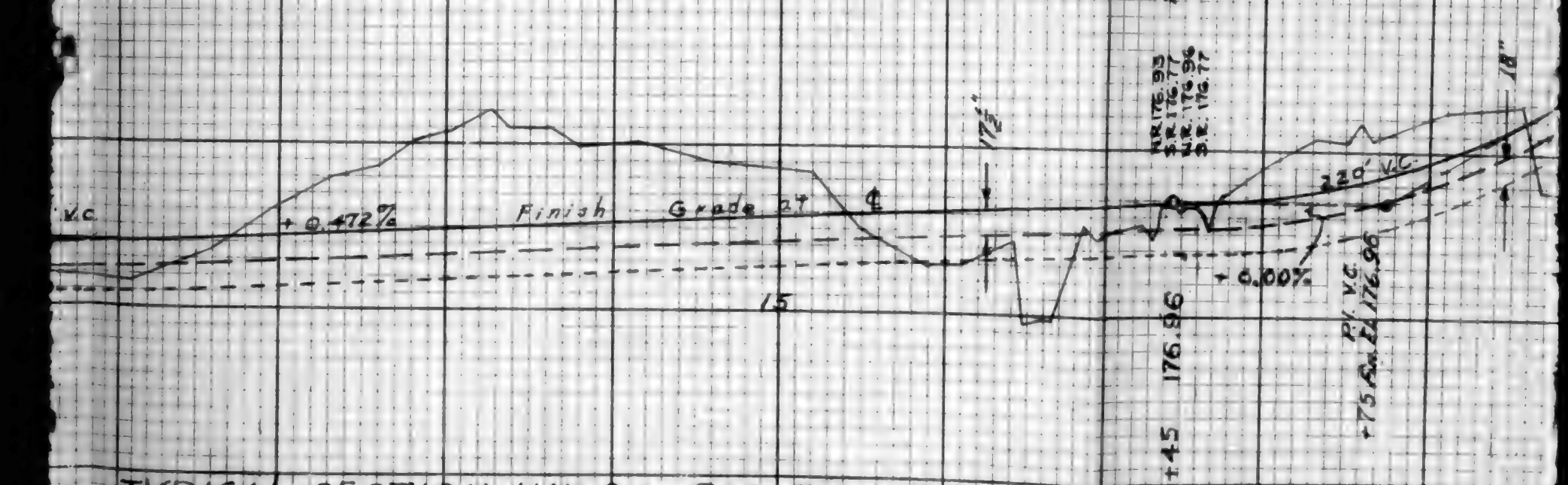
SCALE: 1" = 100' VERT.
1000' HORZ.



PROFILE

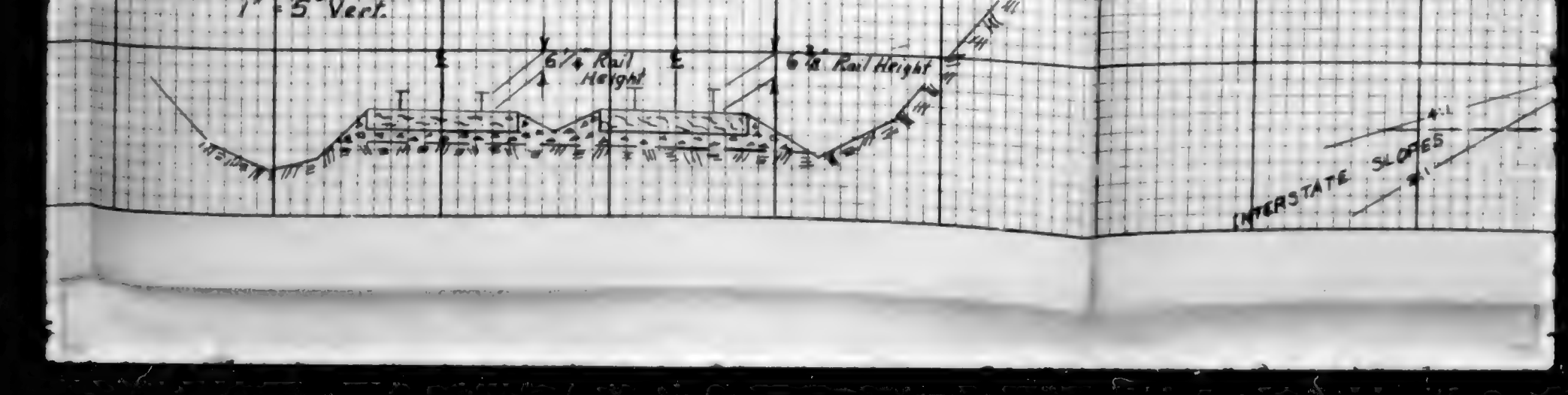
SCALE: 1" = 100' HORZ.
1" = 10' VERT.

R. 17+40.85 POT
Lts 3032+83.04 Pos. (14' Lt.)
Top of Rail Elevations
R. 17+54.87 POT
Lts 3032+82.27 POS.

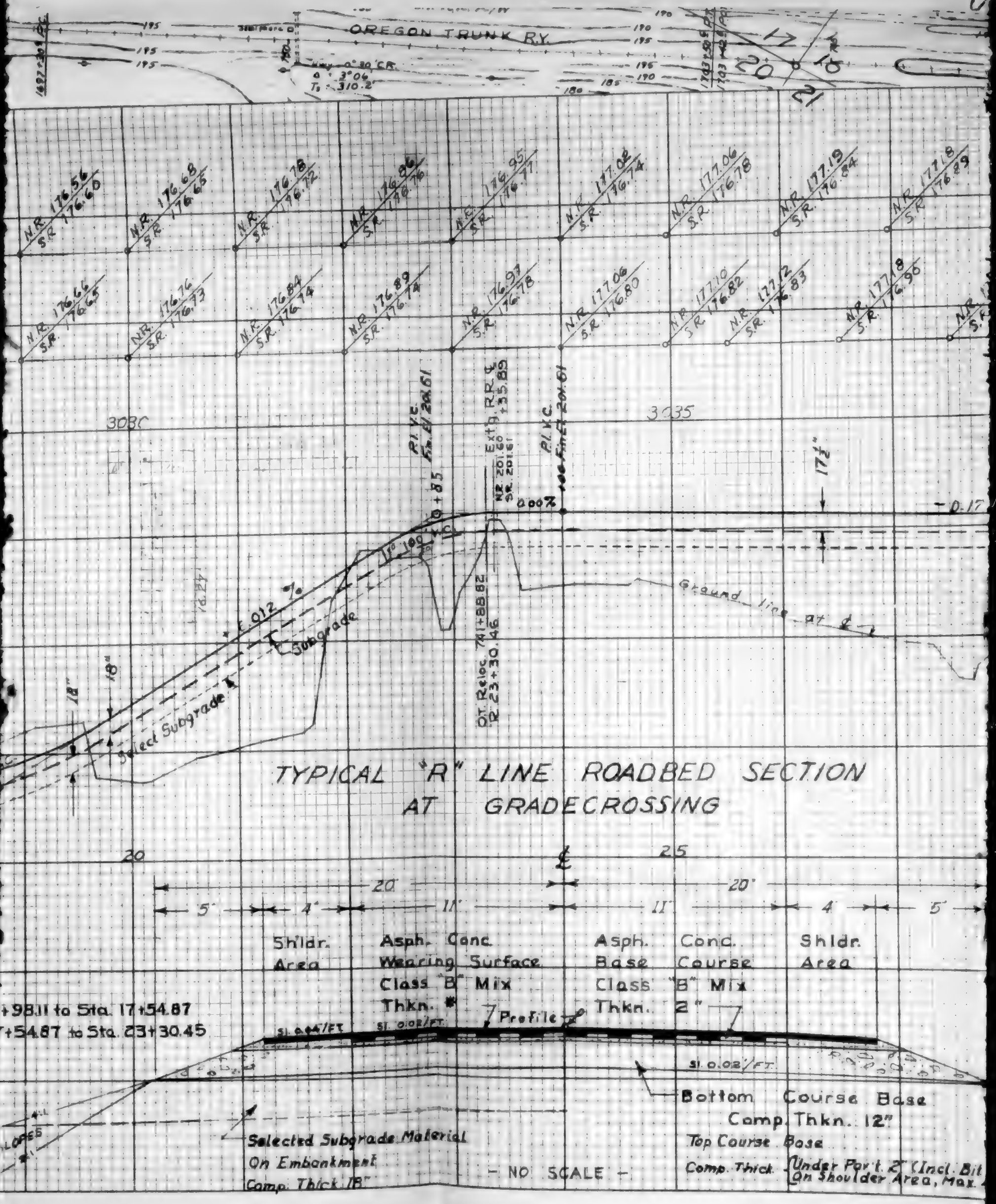


TYPICAL SECTION UNION PACIFIC R. R.

SCALE: 1" = 10' Horz. WB EB
1" = 5' Vert.



■ 1½" Sta. 9+98.11 to Sta
2" Sta. 17+54.87 to Sta


OREGON TRUNK RY.
Curve 0°30' C.R.
Δ = 3°04
Ts = 310.2
17
20
21
16
N.R. 176.56 S.R. 176.60
N.R. 176.68 S.R. 176.65
N.R. 176.78 S.R. 176.72
N.R. 176.86 S.R. 176.76
N.R. 176.95 S.R. 176.77
N.R. 177.08 S.R. 176.74
N.R. 177.06 S.R. 176.78
N.R. 177.19 S.R. 176.84
N.R. 177.18 S.R. 176.89
N.R. 176.66 S.R. 176.65
N.R. 176.76 S.R. 176.73
N.R. 176.84 S.R. 176.74
N.R. 176.89 S.R. 176.74
N.R. 176.97 S.R. 176.78
N.R. 177.06 S.R. 176.80
N.R. 177.10 S.R. 176.82
N.R. 177.12 S.R. 176.83
N.R. 177.18 S.R. 176.96
3080
3035
P.I. V.C. Sta. 741+80.51 Elev. 201.61
Ext'd. R.R.℄ +35.89
N.R. 201.60 S.R. 201.61
P.I. V.C. Sta. 741+88.82 Elev. 201.61
0+85
100' V.C.
0.002
17½"
0.17
Ground line at ℄
1.012 %
Subgrade
18"
18"
Select Subgrade
D.T. Reloc. 741+88.82 to 742+30.46
TYPICAL "R" LINE ROADBED SECTION
AT GRADECROSSING
20
℄
25
20'
20'
5'
4'
11'
11'
4'
5'
Sh'ldr. Area
Asph. Conc. Wearing Surface Class "B" Mix Thkn. *
Asph. Conc. Base Course Class "B" Mix Thkn. 2"
Sh'ldr. Area
+98.11 to Sta. 17+54.87
+54.87 to Sta. 23+30.45
Sl. 0.045/FT.
Sl. 0.02/FT.
Profile
Sl. 0.02/FT.
Bottom Course Base
Comp. Thkn. 12"
Top Course Base
Comp. Thick. Under Par't. 2" (Incl. Bit. On Shoulder Area, Max.
Selected Subgrade Material
On Embankment
Comp. Thick 18"
- NO SCALE -

N 68° 29' 30" E

Existing Columbia River Hwy. ℄

200

R 23+35.89 P.O.T.

O.T. 741+88.51 P.O.T.

3040

3045

-0.17 %

+0.32 %

P.I. V.C.
+50 Fin El. 199.99

30

35

5

INTERSTATE SLOPES

2:1

4:1

(Incl. Bit Binder Course)
ea, Max. 4"

OREGON STATE HIGHWAY DEP

P.U.C. MAP & PROF

UNION PACIFIC R.R. GRADE

CELILO UNIT, CELILO ~ RUFU

COLUMBIA RIVER HIGH

WASCO COUNTY

N 68° 29' 30" E

Existing Columbia River Hwy. ℄

To Biggs

"R" 23+35.89 P.O.T.

O.T. 741+88.51 P.O.T.

200

205

N.R. 177.24 / S.R. 176.94

N.R. 177.22 / S.R. 176.93

N.R. 177.26 / S.R. 176.99

N.R. 177.30 / S.R. 177.04

N.R. 177.30 / S.R. 177.04

N.R. 177.31 / S.R. 177.04

N.R. 177.34 / S.R. 177.05

N.R. 177.22 / S.R. 176.95

N.R. 177.23 / S.R. 176.94

N.R. 177.27 / S.R. 177.00

N.R. 177.29 / S.R. 177.00

N.R. 177.33 / S.R. 177.03

N.R. 177.33 / S.R. 177.04

N.R. 177.34 / S.R. 177.07

3040

3045

+0.32 %

P.I. V.C.
+50 Fin. El. 199.99

+35 Fin. El. 200.90

30

35

SLOPES

OREGON STATE HIGHWAY DEPARTMENT

P.U.C. MAP & PROFILES
UNION PACIFIC R.R. GRADECROSSING

CELILO UNIT, CELILO ~ RUFUS SECTION

COLUMBIA RIVER HIGHWAY

WASCO COUNTY

RECEIVED
JAN 23 1962
FOR FILING

FORM E 30X—50M—6-61—36682

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 19, 1962

SUBJECT: PUC Petition
Oregon Trunk Jct. O'Xing
Bridge No. 8923

To:

Leonard Lindas
Chief Counsel

Attention: Glen Sorensen

OFFICE

The reconstruction of the Big Eddy - Celilo Section of the Columbia River Highway to interstate standards requires the construction of an overcrossing of the main line tracks of the Union Pacific Railroad and the connection spur between the Union Pacific Railroad main line and the Oregon Trunk main line.

I am enclosing 12 prints each of Drawing Nos. 8923 A and 16308, the plan and elevation and vicinity map, respectively, for the proposed crossing. The proposed crossing will carry the WB lanes of the interstate highway over the above mentioned tracks. It is located in the NE ¼ of S. 19 T. 2 N. R. 15 E., W.M.

The WB centerline intersects the WB main line track at Station LWB 24+06.94 POS = Railroad Station LR6 2955+77.46 POS with an angle of intersection of 34° 31' 30" Tan. to Tan. The intersection with the EB main line track is LWB 24+30.53 POS = Railroad Station LR6 2955+96.88 POS with an angle of intersection of 34° 02' 45" Tan. to Tan. The centerline intersects the Union Pacific Railroad connection to the Oregon Trunk Junction Railroad at Station LWB 24+85.40 POS = Railroad Station O.T 11+06.33 POT with an angle of intersection of 25° 51' 45" Tan. to Tan.

The structure will have a 30-foot roadway with no provision for sidewalks. The overall length of the structure will be 556 feet, center to center of end bents, and beginning at the west end there will be three 70-foot prestressed beam spans, two 90-foot steel girder spans over the track area and three 55-foot 4-inch prestressed concrete beam spans. The structure is on an ascending grade to the east of 2.9896%. Clearances are indicated on Drawing No. 8923 A and are in excess of the minimum PUC requirements. There will be no impairment of minimum PUC clearances during construction.

NOTED
P. M. STEPHENSON

This structure is on the interstate highway system and upon completion a grade crossing of the existing highway and the Union Pacific Railroad connection to the Oregon Trunk Railroad will be eliminated. PPM 21-10(3), paragraph 5b (1), dated July 21, 1960, requires a contribution from the railroad on the construction crossing of this structure. The wording of PPM 21-10(3) requires a contribution from the railroad equal to the estimated savings in maintenance costs over the preceeding 10 years from the date of closure of the crossing. The railroads have estimated their annual maintenance costs at $300, which over a 10 year period would be $3,000, which sum would be the contribution of the railroad in this project.

For necessary expenditures by the railroad in this project, the railroad will be reimbursed as permitted by PPM 30-3 for all reimbursable costs. The project will be financed by State and Federal Highway funds and include the above mentioned contribution from the railroad.

The State will prepare plans, specifications, award a contract and supervise construction of the Overcrossing structure, and upon completion of the project, the State will maintain the structure and other highway apertinences.

During the construction project, the railroad should:

1) Provide engineering, watchmen and flagmen services to protect its operations.

2) Revise the existing communication linesto protect them during the construction period and replace in final position upon the completion of the structure.

3) Remove and replace right-of-way fences as required for construction.

4) Place approximately 165 feet of inner guard rail on the EB main line and approximately 210 feet of inner guard rail on the spur connection to the Oregon Trunk Railroad.

5) Upon the completion of the construction and at such time as traffic is removed from the existing Columbia River Highway, remove existing grade crossing warning signals and salvage for the State's credit or store by the Railroad Company for future installation.

6) Maintain railroad trackage and all other railroad appertinences.

Upon completion of the project, the average traffic will be 1,850 vehicles with an anticipated increase to 4,650 vehicles in 1975. There are 14 train movements per day on the EB and WB main line tracks and 2 train movements per day on the spur track between the Union Pacific Railroad and the Oregon Trunk Railroad.

Will you please prepare an application for PUC Hearing for this project.

Ivan D. Merchant
Bridge Engineer

IDM:dl

Attachments.

cc: P. M. Stephenson

RECEIVED
JAN 22 19[illegible]
OFFICE
STATE HIGHWAY ENGINEER

Pux 457

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

12-29-61

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an overcrossing over the main line tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the FIVE MILE OVERCROSSING PROJECT, in the Northwest quarter ($NW\frac{1}{4}$) of Section 29, Township 2 North, Range 14 East, W.M., Wasco County, Oregon.

P E T I T I O N

No._____

The Petitioner herein respectfully represents:

I

That the name and address of your Petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS 366.205 and ORS 763.040.

III

That Petitioner proposes the reconstruction of the Big Eddy-Celilo Section of the Columbia River Highway, Federal Interstate Highway 80N, and as part thereof it will be necessary and desirable to construct an overcrossing over the two main tracks of the Oregon-Washington Navigation and Railroad Company, Union Pacific Railroad Company, Lessee, as shown on drawings Nos. 8924-A and 16309, attached hereto and by this reference made a part hereof.

IV

That the construction of the proposed overcrossing structure is necessary and proper for the service and convenience of the public, and that the construction of a crossing at grade would not be permitted under federal standards and would be

Pux 457

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

12-29-61

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an overcrossing over the main line tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the FIVE MILE OVERCROSSING PROJECT, in the Northwest quarter ($NW\frac{1}{4}$) of Section 29, Township 2 North, Range 14 East, W.M., Wasco County, Oregon.	P E T I T I O N No._____

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That the name and address of your Petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS 366.205 and ORS 763.040.

III

That Petitioner proposes the reconstruction of the Big Eddy-Celilo Section of the Columbia River Highway, Federal Interstate Highway 80N, and as part thereof it will be necessary and desirable to construct an overcrossing over the two main tracks of the Oregon-Washington Navigation and Railroad Company, Union Pacific Railroad Company, Lessee, as shown on drawings Nos. 8924-A and 16309, attached hereto and by this reference made a part hereof.

IV

That the construction of the proposed overcrossing structure is necessary and proper for the service and convenience of the public, and that the construction of a crossing at grade would not be permitted under federal standards and would be

hazardous to traffic on both the railroad and the highway.

V

That the estimated annual average daily traffic on the proposed structure will be 1,850 vehicles with an anticipated increase to 4,650 vehicles in 1975, and that the traffic on the railroad is an average of 16 train movements per day.

VI

That the proposed structure is on a 1500 foot vertical curve and the tangent grade approaching the structure from the west is an ascending grade of 0.7967% and a tangent grade approaching the structure from the east is an ascending grade of 2.8804%.

VII

The Petitioner proposes that the construction and maintenance of the project be handled and the cost thereof borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, including highway approaches, and supervise the construction thereof.

(b) Finance the construction of said project, without participation therein from funds of Railroad Companies, from State and Federal highway funds, including reimbursement to Railroad Companies for necessary expenditures incurred in connection therewith under the accounting practices contained in PPM 30-3, issued by the Public Roads Administration, under date of August 15, 1955, and amendments and supplements thereto.

(c) After completion of the project maintain the overcrossing structure with its approaches, the highway slope on the north side

of the tracks, and other highway appurtenances at the highway grade level.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement under federal regulations:

1. Furnish such engineering, inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of the construction of the project.

2. Move and reinstall such existing right of way fences as necessarily must be moved for the project.

3. Remove and replace existing signal and communication lines to protect the same during construction.

4. Revise electrified rock protection fences as required during the construction and replace in a permanent location upon completion of the construction.

5. Place approximately 210 lineal feet of innerguard rail on both the eastbound and westbound tracks.

(b) At their own cost and expense maintain the railroad tracks with their appurtenances and facilities after completion of the construction.

VIII

That it is not anticipated that there will be any impairment of vertical or horizontal clearances on the railroad during construction in violation of Public Utility Commissioner's Order No. 33700.

IX

That the proposed construction is in the Northwest quarter ($NW\frac{1}{4}$) of Section 29, Township 2 North, Range 14 East, W. M., Wasco County, Oregon.

WHEREFORE, Petitioner prays for an order authorizing such construction and allocation of costs in accordance herewith, and for such other and further order or orders as may be just and proper in the premises.

Dated at Salem, Oregon, this 29th day of December, 1961.

STATE OF OREGON, by and through its
State Highway Commission
L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By _____
GLEN V. SORENSEN - Staff Attorney

STATE OF OREGON)
) ss
County of Marion)

I, Ivan Merchant, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing petition is true as I verily believe.

_____
IVAN MERCHANT

Subscribed and sworn to before me this 29th day of December, 1961.

_____
GLEN V. SORENSEN
Notary Public for Oregon
My Commission Expires Oct. 15, 1962

I certify that the above is a true and correct copy of the foregoing petition and the whole thereof.

_____
GLEN V. SORENSEN - Staff Attorney

RECEIVED
DEC 1961
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 8, 1961

SUBJECT: PUC Application for
Five Mile O'Xing of UPRR
Bridge No. 8924

To:
Leonard I. Lindas
Chief Counsel

Attention: Glen Sorensen
Assistant Counsel

O F F I C E

The reconstruction of the Big Eddy - Celilo Section of the Columbia River Highway to Interstate standards will require an Overcrossing of the Union Pacific Railroad. I am enclosing twelve (12) prints each of Drawing Nos. 8924-A and 16309 which are the plan and elevation and vicinity map, respectively, for the Five Mile Overcrossing.

This crossing is in the NW ¼, Sec. 29, T. 2 N., R. 14 E., WM. At the point of intersection the railroad is on a 1° curve right and the highway is on a spiral to the left. There are two railroad tracks, an eastbound main line and a westbound main line. The highway center line intersects the eastbound main line center line at Station WB 2598+31.10 POS = Railroad Station EB 2649+61.89 POC. The angle of intersection is 20°, 13', tangent to tangent. The highway center line intersects the westbound main line at WB 2598+70.55 POS = Railroad Station WB 2650+04.15 POC. The angle of intersection is 21°, 7', tangent to tangent.

The overall center line length of the proposed structure is 375 feet and consists of a 10-foot and a 39-foot RCDG spans, two 90-foot steel girder spans over the tracks and two 73-foot prestressed concrete beam spans. Roadway width is 30 foot, curb to curb, and no provision is made for sidewalks. The structure is on a 1,500 foot VC with a PI at WB Station 2602+40. The tangent grade approaching from the West is an ascending grade of 0.7967% and the tangent grade approaching from the East is an ascending grade of 2.8804%.

Provision is made on the northerly side of the eastbound main line tracks for a future off-track maintenance road. Clearances are indicated on Drawing 8924-A and are in excess of those required by the PUC.

NOTED
P. M. STEPHENSON

This structure eliminates no existing grade crossing and is considered to be of no benefit to the railroad. No contribution of railroad funds will be requested in financing this project. The project will be financed by Federal and State funds. The railroad will be reimbursed for their necessary expenditures as permitted by PPM 30-3 and all amendments and additions thereto.

In this project the State will prepare plans, specifications, award a contract and supervise construction, and, upon the completion of the project, will maintain the structure and the highway slope on the north side of the tracks as well as other highway apertinences at the highway level.

Subject to reimbursement, the railroad should: 1) Provide engineering, watchmen and flagmen services to protect its operations. 2) Remove and protect signal and communication lines during the construction period and replace in permanent location upon the completion of construction. 3) Revise electrified rock protection fence as required during the construction and replace in a permanent location upon the completion of construction. 4) Remove and replace right-of-way fence as required. 5) Place approximately 210 linear feet of timberguard rail on both eastbound and westbound tracks. 6) Maintain railroad trackage and all other railroad appertinences upon the comletion of construction.

Upon the completion of this project and its opening to traffic, it is estimated that there will be an ADT of 1,850 vehicles per day with a normal increase to 4,650 vehicles in 1975. There is an average of 16 train movements per day of which 6 are passenger trains and 10 freight trains.

Will you please prepare an application for a PUC permit for this crossing?

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:dl
cc: P. M. Stevenson
Enclosures

RECEIVED
DEC 11 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 11 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 8, 1961

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Attention: Mr. G. H. Baker
Superintendent

Re: Oregon Trunk Junction
Overcrossing
Bridge No. 8923

Dear Sir:

Enclosed please find four (4) prints of our Drawing No. 8923-A, covering the proposed overcrossing at the Oregon Trunk Junction. By letter of November 24, I sent you four (4) prints of this drawing, however, there have been minor corrections to the drawing so please destroy the prints sent previously.

In my letter of November 24, I said that this crossing was considered to be of no benefit to the railroad and that no contribution of railroad funds would be requested. I am in error in this point, as the existing Old Oregon Trail Highway at this point will no longer be a public road and the existing grade crossing will be eliminated.

The Policy and Procedure Memorandum 21-10(3) dated July 21, 1960 has federal requirements that are pertinent to this crossing elimination. Paragraph 3b (1), paragraph c and d cover the crossing situation. Paragraph d states in part: "The extent of the railroad's liability and share of the cost of construction shall be a lump sum contribution equivalent to the computed present worth of the estimated savings over the succeeding 10-year period following removal of the signals or non-installation of signals because of the elimination of maintenance of the automatic signal devices." As this is an interstate highway project, it will be necessary that we ask the railroad for this contribution.

The warning signal was installed by the railroad at the expense of the State but with the maintenance of the signal the responsibility of the railroad.

At such time in the construction schedule as traffic can be removed from this portion of the Old Oregon Trail Highway and routed over the newly constructed eastbound lanes, the crossing signals should be removed by the railroad company at the State's expense and stored by the railroad company for future installation.

A Public Utilities Commission hearing will be applied for in the very near future for this project.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:dl
Encl.
cc: R. M. Brown
G. S. Paxson
Glenn Sorensen

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STATE HIGHWAY ENGINEER

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NOV 27 1961
COMMISSIONERS
FOR FILING
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 24, 1961

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Attention: Mr. G. H. Baker
Superintendent

Gentlemen:

Re: Five Mile Overcrossing
Big Eddy-Celilo Section
Bridge No. 8924

Oregon Trunk Junction Overcrossing
Bridge No. 8923

The reconstruction of the Big Eddy-Celilo Section of US30 east of The Dalles will require two overcrossings of your tracks.

I am enclosing four prints each of our Drawings 8924-A and 16310, covering the plan and elevation and vicinity map for the Five Mile Overcrossing. Also, enclosed are four prints each of Drawings 8923-A and 16308, the plan and elevation and vicinity map for the Oregon Trunk Junction Overcrossing.

Easement requirements for the Five Mile Overcrossing have been sent you previously. Easement requirements for the Oregon Trunk Junction Overcrossing will be included in the overall encroachment requirements for the Celilo-Rufus Section.

These overcrossings are considered to be of no benefit to the railroad, and no request for railroad funds will be made in their construction. The railroad will be reimbursed for necessary expenditures as permitted by PPM 30-3.

During the construction period, the railroad should furnish engineering, watchman, and flagman services to protect its operations. At the Five Mile Overcrossing the railroad should revise its existing communication line, and replace in final location. Also, it should remove the electrified rock protection fence as required to permit the construction, and replace after the construction is completed. At the Oregon Trunk Junction Overcrossing the railroad should revise its existing communication lines as necessary during the construction period, and replace in permanent position.

NOTED
G. S. PAXSON

A petition for a Public Utilities Commission hearing for these construction projects will be made in the very near future.

Will you please advise me if any additional material is needed from this office for the railroad/highway agreements.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm
Attached

cc: Mr. R. M. Brown
Mr. G. S. Paxson
Mr. Glen Sorensen

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STATE HIGHWAY ENGINEER

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Grant
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November 10, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Five Mile

Re: Big Eddy-Celilo Section
Columbia River Highway
Wasco County

Dear Sir:

Reference is made to your letter of November 8 concerning haul-road crossings of your tracks and right of way in connection with the reconstruction of the Big Eddy-Celilo Section.

Your interpretation of the types of crossings, whether grade crossing or overcrossing, is correct. There will be three overcrossing structures and one grade crossing.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Pierson
Assistant State Highway Engineer

GSPiso

cc to: Mr. W. C. Williams
Mr. Tom Edwards
Mr. Dean Swift

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

NOVEMBER 8, 1961

(File Ref. D 315 - 2 - 104)

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Asst. State Highway Engineer

Dear Sir:

Referring to your letter of October 25 in regard to your proposed haul-road crossings of our tracks and right-of-way in connection with the reconstruction of the Big Eddy-Celilo Section, Columbia River Highway, in Wasco County, Oregon:

A field check of the above-mentioned crossings indicates that the proposed crossings located at Railroad Engineer's Stations 2656+50, 2792+60 and 2855+00 will be over-crossing structures and the proposed crossing at Railroad Engineer's Station 2888+00 will be a grade crossing. This was not clearly indicated in your letter and on plans submitted.

Will you please verify and/or advise concerning the above?

Very truly yours,

G. H. Baker

G. H. Baker
Superintendent

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OREGON
STATE HIGHWAY COMMISSION

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1961
STATE HIGHWAY ENGINEER

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OCT 25 1961
FOR FILING

October 25, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Big Eddy-Celilo Section
Columbia River Highway
Wasco County

Dear Sir:

I am sending you four prints each from Drawing 16309, dated August 1960, showing the overcrossing of your tracks at Fivemile; encroachment map 8B-23-15, dated September 1961, showing the access construction at Dane for your use and an encroachment upon your right of way between your Stations 2890 and 2900 where you have extra right-of-way width; copies of plan sheets Nos. 4, 9, 11 and 12 showing haul road overcrossing and grade crossings of your tracks for use during our construction; and a sheet of cross sections to accompany Drawing 8B-23-15.

This section is scheduled for construction early in 1963, although there is some possibility that it may be moved up to an earlier date in place of other sections now scheduled for 1962 construction.

The matter of an access to your right of way has been under discussion for the last several months, and I believe we are in agreement as to how this is to be handled. I refer to your letters of March 1, March 30, April 21, and May 15 of 1961 and our letters of March 20, April 19, and May 3 of 1961.

It would be appreciated if you would draw up the customary State-Railroad agreement covering the encroachment on this project. You have already been in contact with our Mr. Merchant concerning clearances and off-track maintenance requirements at the Fivemile crossing, and very shortly Mr. Merchant will submit to you the plan and layout of the proposed structure. Our attorneys will make up the necessary application to the Public Utility Commissioner requesting an order for the crossing.

October 25, 1961

I also attach four copies of easement descriptions covering the encroachments and haul road requirements which may be of some assistance to you in processing the project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Paxson
Assistant State Highway Engineer

CSPiac

cc to: Mr. W. C. Williams

RECEIVED
MAR 6 1961
FOR FILING

O. H. BAKER
SUPERINTENDENT
OREGON DIVISION

P-V 457

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

[illegible] P
File
Copy

[illegible] LARRABEE AVE
PORTLAND 12, OREGON

FEBRUARY 28, 1961

(File Ref. D 315 - 2 - 104)

Mr. Ivan D. Merchant,
Bridge Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Merchant:

Referring to your letter of January 5th to which were attached Preliminary Plans for construction of two overcrossings, Bridge No. 8923 at Oregon Trunk Junction and Bridge No. 8924 at Five Mile, Railroad's location Mile Posts 95.13 and 89.33, respectively:

It will not be necessary to provide additional space under either of these structures for additional trackage; however space will be required for off-track equipment roadway on the north side of the Westbound main line at both locations.

In connection with construction of highway between these two points, which will result in having the Westbound lane on northerly side of railroad tracks and Eastbound lane on southerly side of railroad tracks, it is the desire of the Railroad Company to have access to our right-of-way from two locations on the proposed Eastbound section, one near the west switch of railroad siding at Dune where we now have access through locked gate and the other access from Eastbound section in the vicinity of Railroad's M. P. 94.75 in the vicinity of existing access. On the Westbound section, Railroad desires at least one access in the vicinity of Railroad's M. P. 89. All three of these accesses would be protected by locked gates.

It is proposed to include provision for these points of access in the easement and construction agreement which will cover these two overhead crossing locations. It is my understanding that the Bureau of Public Roads have revised the policy on access which will permit access through locked gates at locations as desired.

Copy to Messrs. C. S. Pyle and Tom Lockwood

U. S. PAT. OFF.

#2
Mr. Ivan D. Merchant

February 28, 1961

In furnishing further plans for the two overhead crossings, will you please advise the exact location where access will be provided in the three locations indicated above so that we may include this information in the proposed easement and construction agreement?

Yours very truly,

O. H. Baker,
Superintendent

U-301(10) 12th Ave. Inters. Sec., Sandy Blvd. Hwy. in Portland (Grad., Pav., Signals & Sign.) 1964

#6515

2771

STATE COPY

Monthly transaction number: 4-129	FORM PR-2A (5-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 13	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 4-12-66	County: Multnomah
		Project number: U-301(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 2, 1964, is hereby modified as follows:

Revised estimated total cost of project $ 48,577

Revised Federal funds $ 28,653.40

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 13th day of April, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

USCOMM-DC 8120-P63

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NOV 29 1965

STATE COPY

Monthly transaction number 11-190

Project report number 10

PR-2A (8-1-67)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

State: Oregon

County: Multnomah

Project number: U-301(10)

6515

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 2, 1964, is hereby modified as follows:

Revised estimated total cost of project $ 48,577.00

Revised Federal funds $ 28,626.33

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 4th day of November, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 81,20-P63

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 4 301 (10) 2 - 40

PROJECT REPORT NO. 5

FORM R-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

STATE: Oregon

COUNTY: Multnomah

PROJECT NO. U-301(10)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 59 12th Ave. Portland Inter.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-21-64	0.000
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 45,967.00	$ 28,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd J. Stinchfield

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By: A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer December 2, 1964

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

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JUL 28 1965
FOR FILING

41-301(10)

6515

July 27, 1965

Glens Falls Insurance Company
Pacific Coast Department
Cahill Building
350 Sansome Street
San Francisco, California 94104

Gentlemen:

On April 26, 1965, we wrote to you concerning release of final payment on Contract No. 6515 awarded to Madson and Stokes, Electrical Contractors, for grading, paving, signing and signals in Portland (12th Avenue Junction) on Sandy Boulevard in Multnomah County.

Final payment on this contract is $2,159.90 and the total contract amount is $41,071.51, including $155.84 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Madson and Stokes
Electrical Contractors
P O. Box 280
Roseburg, Oregon

Fred L. York Insurance
1200 High Street
Eugene, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
JUN 18 1965

Form No.
4-301 (10)
6215

June 16, 1965

Glens Falls Insurance Company
Pacific Coast Department
Cahill Building, 350 Sansome
San Francisco, California 96104

Gentlemen:

Attached is a copy of a claim in the amount of $1,915.26 plus interest which has been filed with the Secretary of State by Maguire, Shields, Morrison, Bailey & Kester on behalf of Econolite, a Division of Tamar Electronics, Inc.

The claim states this is for supplies and materials furnished to F. E. Arbuckle, subcontractor, in reference to Madson and Stokes Electrical Contractors, Contract No. 6515, for grading, paving, signing and signals in Portland (12th Avenue Junction) on Sandy Boulevard in Multnomah County.

The Secretary of State has informed us today that this claim was filed in his office on June 11, 1965, and was assigned his File No. 4130.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf
Attachment
cc: Fred L. York Ins.
1200 High Street
Eugene, Oregon

Madson & Stokes, Electrical Contr.
P. O. Box 280
Roseburg, Oregon

Maguire, Shields, Morrison, Bailey & Kester
Attorneys at Law
723 Pittock Block
Portland, Oregon 97205

Mr. Jackson
Mr. Simpson

NOTED ON CARD
Jan

TOM McCALL
Secretary of State

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 97310

June 16, 1965

Mr. Paul W. Jones
Maguire, Shields, Morrison, Bailey & Kester
723 Pittock Block
Portland, Oregon 97205

Re: Our Claim Files No. 4128, 4129, 4130
Hwy. Com. Contracts 6384, 6380, 6515
Claims by Econolite

Dear Mr. Jones:

This will acknowledge receipt of three letter-claims dated June 10, 1965, f rom you.

We have filed these claims as of June 11, 1965:

Our Claim File No. 4128 covers Highway Commission Contract No. 6384
" " " " 4129 " " " " " 6380
" " " " 4130 " " " " " 6515

Econolite, a division of Tamar Electronics, Inc., 8900 Bellanca Avenue, Los Angeles, is bringing the claim in each file mentioned above.

Sincerely,

TOM McCALL
Secretary of State
By:
Inger J. Henrikson
(Miss) Inger J. Henrikson
Elections and Public Records

IJH
cc: Highway Commission Secretary

STATE HIGHWAY COMMISSION
STATE LIBRARY

NOTED
C. W. HEAD

ROBERT F. MAGUIRE
ROY F. SHIELDS
WILLIAM H. MORRISON
RALPH R. BAILEY
RANDALL B. KESTER
JAMES G. SMITH
HOWARD K. BEEBE
WALTER J. COSGRAVE
NATHAN L. COHEN
JACK H. DUNN
FRANK E. MAGEE
ROBERT R. CARNEY
THOMAS E. COONEY
WINFRID KARL LIEPE
RICHARD A. VAN HOOMISSEN
THOMAS S. MOORE
DAVID C. LANDIS
PAUL W. JONES
MORTON H. ZALUTSKY
WALTER H. GREBE

MAGUIRE, SHIELDS, MORRISON, BAILEY & KESTER
ATTORNEYS AT LAW
723 PITTOCK BLOCK
PORTLAND, OREGON 97205
CAPITOL 7-2621

June 10, 1965

Certified Mail
Return Receipt Requested

Mr. Tom McCall
Secretary of State
Oregon State Capitol Building
Salem, Oregon

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

RECEIVED
JUN 11 1965
OREGON
STATE HIGHWAY COMMISSION

Re: South Unit, Minnesota Freeway - Contract No. 6515 (Fed. Aid No. U 301(10)7; Chan A. Stokes and William H. Madson, co-partners, dba Madson & Stokes Electrical Contractors, principals and prime contractors; Glens Falls Insurance Company, surety

Dear Sirs:

This office has been retained by Econolite, a division of Tamar Electronics, Inc., located at 8900 Bellanca Avenue, Los Angeles, California, to take whatever action is necessary to prosecute the claim mentioned below.

Pursuant to ORS Chapter 279, notice hereby is given that Econolite, a division of Tamar Electronics, Inc., has a claim for supplies and materials furnished to F. E. Arbuckle, 5222 N.E. Sacramento, Portland, Oregon, a sub-contractor, for the prosecution of work on the above-noted project, in the sum of $1,915.26, together with interest thereon at the rate of 6% per annum from March 1, 1965, against the bond taken from Chan A. Stokes and William H. Madson, co-partners, dba Madson & Stokes Electrical Contractors, as principals, and Glens Falls Insurance Company, as surety, in connection with work on the above-noted project. The supplies and materials furnished related to the construction of highway signs and consisted of extrusions, trim mold, numerals and letters and other materials.

Very truly yours,

MAGUIRE, SHIELDS, MORRISON, BAILEY & KESTER

Paul W. Jones

Paul W. Jones

FILED
ELECTRONICS

PWJ:vgr

Post Office Box 280
526 S.E. Lane Street
Roseburg, Oregon
Telephone 672-4488

RECEIVED
JUN 14 1965

MADSON STOKES
ELECTRICAL CONTRACTORS

Bill Madson 673-7760
Chan Stokes 672-4488

June 14/1965

McGuire, Shields, Morrison, Bailey & Lester
Attorneys At Law
723 Pittock Block
Portland, Oregon 97205

Reference: So. Unit, Minnesota Freeway, Oregon State Hwy.
Comm. Contract No. 6515

Gentlemen:

We are enclosing copy of cancelled check made payable to Kocmolite and F.E. Arbuckle which should have covered the signs on F.E. Arbuckles' portion of our contract. However, there appears to be some other charges involved. (Unpaid balance-$1,915.26 less amount paid -$1,485.00= $430.26 difference) This difference amount we assume is signs purchased by Arbuckle for another contract that he had on the Minnesota Freeway. We feel that this $1,485.00 should have been credited to his account since the check was returned with Tamar Electronics Industries, Inc. stamp on it.

Very truly yours,

MADSON & STOKES ELECTRICAL CONTR.

Chan A. Stokes, partner

encl.
c.c. Glens Falls Ins.Co. c/o Fred L. York
Mr. Tom McCall, Secretary of State
Mr. Floyd Query, Secretary Oregon Hwy.Comm.

RECEIVED
FLOYD QUERY

FORM E-1 (REV. 8-61)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER: Job No. 9378		WEEK ENDING: May 8, 1965
SECTION: 12th Avenue Intersection (Portland)		SECTION PREFIX: 26-1025
HIGHWAY: Sandy Boulevard		COUNTY: Multnomah
NAME OF JOB: 12th Avenue Intersection (Portland)	KIND OF WORK: Grade, Pave, Signs and Signals	
CONTRACTOR: Madson and Stokes, Electrical Contractors, P. O. Box 280, Roseburg	CONTRACT NUMBER: 6515	FEDERAL AID PROJECT NUMBER: U-301(10)
DATE OF CONTRACT: October 27, 1964	DATE WORK STARTED: December 1, 1964	ESTIMATED COMPLETION DATE: March 9, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: Completion - February 1, 1965	WORK DAYS USED
PROJECT AUTHORIZATION: $ 47,012.62	ENGINEERING AUTHORIZATION: $ 3,343.12	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $ 43,669.50	ENGINEERING COST TO DATE: $ 5,028.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 41,954.99	PERCENT OF AUTHORIZATION: 150 %	
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN: 5 %	DATE PROJECT WAS COMPLETED: March 9, 1965	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	400 ft	400 ft			400 ft
MILES PARTIALLY COMPLETED					
MILES COMPLETED	400 ft	400 ft			400 ft
TOTAL ESTIMATED QUANTITIES (CONTRACT)	200	400 ft			80
TOTAL QUANTITIES CORRECTED TO DATE	200	365			74
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	200	365			74
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY May 3	Cloudy	-	
TUESDAY 4	Cloudy	-	
WEDNESDAY 5	Showers	-	NOTED JOE EDWARDS
THURSDAY 6	Partly Cloudy	-	
FRIDAY 7	Fair	-	
SATURDAY 8	-		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

May SUNDAY 2	No Activity
3 MONDAY	No Activity
4 TUESDAY	No Activity
5 WEDNESDAY	No Activity
6 THURSDAY	No Activity
7 FRIDAY	No Activity
8 SATURDAY	No Activity

REMARKS

Project is now complete.

Semi-Final is complete and will be sent in when the sign warranties are obtained form the contractor. The contractor has been contacted about these warrahties numerous times.

SIGNED R F Lytle

Richard F. Lytle
Oregon State Highway Deph.
5821 N.E. Glisan St.
Portland, Oregon 97213

ADDRESS

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
APR 23 1965
FOR FILING

6515

April 22, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed March 9, 1965 on Contract No. 6515. The contract was with Madson and Stokes Electrical Contractors and was for 12th Avenue Intersection Signals on Sandy Boulevard in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 22, 1965, and that you concur in this procedure at the Commission meeting on June 1.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan D. Merchant
L. H. Young
C. H. Maison
A. E. Johnson

TE:bg

RECEIVED
APR 19 1965
FOR FILING

April 16, 1965

Mrs. Lyle Ashcraft, Chairman
Art Commission
City Hall
Portland, Oregon

Dear Mrs. Ashcraft:

We have received your comments concerning the traffic control installation at 12th, Burnside, and Sandy.

We are aware that the installation which we have made at this point may be subject to criticism from the aesthetic point of view. We have for some time been concerned with the appearance of traffic control facilities and have tried to work out something which is aesthetically acceptable, but which accomplishes the necessary function of traffic control.

As you are well aware, sparked by requests from the President, all State Highway Departments and the Bureau of Public Roads are engaged in a program directed toward the reduction of accidents. The intersection in question had the highest accident record of any intersection in the city of Portland, averaging well up near 100 accidents per year for the past five years. The traffic control situation is a difficult one, involving not only traffic policing but first, and most important, the installation of traffic control facilities which can be easily understood and comprehended by all of the drivers. The facilities which we have installed have been in operation for about six weeks. Current indications are that a high reduction in accident occurrence has been achieved, together with an increased traffic capacity at the intersection. This, in our view, makes the project worthwhile.

The installations themselves, of course, must be designed in accordance with the accepted standards of strength of materials and their ability to span the necessary traffic lanes. We might advise you that we are currently working on

designs which will be more aesthetically pleasing, since we feel that we will not have achieved our goal until such time as the facilities perform their assigned task of proper traffic control and, at the same time, are pleasing and acceptable to those such as yourself who are interested in civic beautification.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:jm

bc Forrest Cooper
R. L. Porter
F. B. Crandall
A. E. Johnson

ART COMMISSION

DOUGLAS LYNCH, Chairman
MRS. LYLE ASHCRAFT, Vice-Chairman
MRS. RICHARD R. ROBERTSON, Sec./Treas.
ARLYN E. COLE
LEWIS CRUTCHER
CLAYTON HARE
FRANCIS J. MURNANE

Ex-Officio Members
TERRY D. SCHRUNK, Mayor
DOROTHEA LENSCH, Director of Recreation
LLOYD KEEFE, Dir., City Planning Com.

Address: City Hall

CITY OF PORTLAND, OREGON

March 30, 1965

State Highway Department
9200 SE McLoughlin Blvd.
Milwaukie, Ore.

Gentlemen:

The Portland Art Commission has received unfavorable comment on the size and appearance of the traffic signs recently installed at East Burnside and 12th Ave.

Before discussion of this, our members have taken time to visit the intersection and assess their own first reactions. There is unanimous agreement that the standards are oversize, out of proportion to the surroundings and of poor design and color for this place. A feeling was expressed that three lights, one for each lane of traffic, add a confusing factor.

We who are deeply interested in regulation of street signs have a background to realize the special problem created here by the multiplicity of signs which vie for attention. We also understand the Highway Engineers' feeling that he must win in this bid for attention! Unfortunately, his new signs, added to the confusion, have simply addled the poor driver more.

These signs are ugly in relation to this location and fit into this urban intersection in no particular at all. They obviously are of the same stock used on the freeways where their design is in relation to longer distances and broader widths, without necessity of fitting into any design of immediate environs.

We are sure that you, too, are alert to critical reactions to this installation and urge you to study the situation with a view towards changing these standards and signs to conform to a more aesthetic design.

This is not offered as captious criticism but rather as a sincere suggestion which could result in civic beautification, which we are sure your department also strives for in addition to practical considerations.

Sincerely yours,

Isabel Ashcraft

(Mrs. Lyle Ashcraft)
Chairman

Air

METROPOLITAN ENGINEER
RECEIVED
APR 5 1965
Noted ☐ ☐ ☐ ☐
E AME AME

NOTED
L. E. GEORGE

RECEIVED
APR 1 1965
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

RECEIVED
MAR 16 1965
ENGINEERING
6 15

March 15, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Attention Mr. R. M. Arens

Dear Sir:

This will acknowledge your memo of March 3 requesting information on Project U-301(10) at the intersection of Sandy, Burnside Street and 12th Avenue, in Portland.

There are attached three copies of an accident tabulation for this intersection covering the period from July 1, 1961 to June 30, 1964. This intersection was classified as "high accident" in that during the year 1963 it had the largest number of accidents of any intersection in Portland. The proposed improvement can be expected to reduce accidents at this location through the following:

1. Better lane control, particularly for the eastbound movement on Sandy Boulevard, through the use of interior illuminated control signs at the intersection proper.

2. Better lane control in advance of the intersection, particularly for the eastbound movement on Sandy Boulevard, through the use of directional signing which will be provided with exterior illumination for good night-time visibility.

3. Improved signal head placement through the use of signal bridges and mast arms.

4. A more efficient and safe flow of traffic through the intersection through the use of channelizing islands.

5. Increased lane capacity for the eastbound movement through the use of street widening to obtain an additional lane.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

bc Forrest Cooper
R. L. Porter
F. B. Crandall

VPJ:jl jwa

OREGON STATE HIGHWAY DEPARTMENT — TRAFFIC ENGINEERING DIVISION

Rural Motor Vehicle Accident Listing

LOCATION

Hwy. No. 59 Rt. No. -

From 12th Burnside & Sandy Portland, Oregon

To

Period Covered: 7-1-61 to 6-30-64

	COLLISION TYPE													CLASSIF.					
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	REMARKS
last 6 mos. 1961	5		5		6	19					2		37		1	36		1	
1962	11		20		9	31			3	1	5		80		14	66		17	
1963	4		17		7	44			3		2		77		11	66		12	
first 6 mos. 1964	2		9		5	14							30		5	25		5	
Total	22		51		27	108			6	1	9		224		31	193		35	

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 3, 1965

In reply refer to: 08-35.3/710.17

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: R. M. Arenz
Program & Planning
Engineer

SUBJECT: Highway Safety Improvement Projects

Attached are several copies of Instructional Memorandum 21-2-65 regarding information that should be furnished in connection with Highway Safety Improvement projects. Please furnish the requested information at the time that "S" and "P" projects are programed in the future.

Project U-301(10) has been programed as a Highway Safety Improvement project in this state. Please furnish the data requested for "S" projects for this job in time to meet the March 31 due date for this information.

Attachment

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON, D.C. 20235

February 24, 1965

INSTRUCTIONAL MEMORANDUM 21-2-65
47-10.1

SUBJECT: Highway Safety Improvement Projects, "S" and "P"

Effective immediately, all projects proposed as highway safety improvement projects shall be accompanied by the following information:

"S" PROJECTS

(1) A tabulation of the number of accidents reported during the past 36 months at the location or on the section to be improved. (If data for 36 months are not available, a shorter time period may be used, but not less than 12 months);

(2) A statement of the basis for classifying this location or section as "high-accident" -- e.g., rate based on ADT in comparison with an average rate, or other comparison; and

(3) An explanation indicating how the proposed improvement can be expected to reduce accidents at this location.

"P" PROJECTS

(1) A tabulation of accident experience as above, provided accidents have occurred;

(2) A statement of the potential hazard; and

(3) An explanation indicating how the project can be expected to reduce the hazard.

This background support for the "S" and "P" projects is essential to successful administration of this part of our safety work and to enable us to meet requirements of the Secretary of Commerce, who is following the program closely. The information will be submitted with the PR-1.

Similar data shall be provided for "S" and "P" projects already programed. Of these projects now in the Washington office, many do not contain such background material, and steps shall be taken to develop this information as soon as possible. Data for each of these already programed projects shall be listed on a separate page and forwarded to reach the Office of Highway Safety by March 31, 1965.

Rex M. Whitton
Federal Highway Administrator

Form E-208—6M

RECEIVED
MAR 10 1965
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement. Federal funds are not involved.
Date FEB 25 1965
Division Engineer
U.S. Bureau of Public Roads

Project Name 12th Avenue Intersection (Portland) Date Feb. 17, 19 65

Highway Sandy Boulevard Contract No. 6515

County Multnomah Prefix 26-1025

Contractor Madson and Stokes, Electrical Contractors F. A. Project No. U-301(10)

Address P.O. Box 280 Roseburg, Oregon Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Move flashing nose light from Island on Burnside to in front of sign bridge.

1. Maximum equipment rental rates allowable as per A.G.C. agreement.
2. Percentage allowed contractor is in accordance with executed contract for the job.

Location by station numbers:

12th and Burnside

Estimate of quantities and cost:

Labor	80.00
Materials	20.00
Equipment	40.00
Contingencies	10.00
	150.00

NOTED
LLOYD P. SHAW

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The nose light on the present concrete island will be behind the new sign bridge. It will therefore need to be moved to protect the new sign bridge.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 47,012.62
Present estimate of project cost, including $ 150.00 for work under this order	$ 46,149.72
Expected under-run / over-run amount	$ 862.90
Expected under-run / over-run per cent	18

Space to right of this line is for use of Salem Office

Submitted by: A. F. Lytle
Resident Engineer

Approval Recommended: J. V. Brandt
Assistant Division Engineer

Approval Recommended: A. L. Cole
Construction Engineer or Bridge Engineer

Approved P. M. Kloepfer
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing Copy to Young 3-10-65

RECEIVED
FEB 17 1965

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
ATTENTION: Mr. Tom Edwards

DATE: February 8, 1965

In reply refer to: 08-35.4-DA

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project U-301(10), Twelfth Ave. Intersection

Your letter of December 18, 1964 indicates that the proposed 24"x30" lane control signing, even though not in conformance strictly with the Manual of Uniform Traffic Control Devices, is sufficient because it is illuminated.

You also indicate that it is desirable to maintain flexibility in interchanging these uniform sign plates for this particular series of signs. Because of these reasons, and the fact that the sign is illuminated and is only 6 inches smaller than the proposed UMTC sign, we will approve the proposed installation on this specific project, as detailed in sheet 1473B.

Copy to Crandall
2-17-65

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 10 1965
FOR FILING

January 27, 1965

Madsen and Stokes Electrical Contractors
P. O. Box 280
Roseburg, Oregon

Gentlemen:

The State Highway Commission, at its meeting on January 27, considered your request for an extension of the specified completion date from February 1, 1965, to March 1, 1965 to complete Contract No. 6515 for grading, paving, signing, and signals on the Portland (122th Avenue Junction) Section of the Sandy Boulevard in Multnomah County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request of an extension of the specified completion date from February 1, 1965, to March 1, 1965, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Fred Kiaboe
R. F. Lytle
L. H. Young
Ivan Merchant
C. H. Maleen
Bureau of Public Roads

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6515 Contractor Hedson and Stokes, Electrical Contractors

Highway Sandy Boulevard

Section 12th Avenue Intersection (Portland)

Kind of Work Grade, Pave, Signs and Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows: Stop order by engineer because of City prohibition against street work thru month of December, 1964. New completion date March 1, 1965.

Recommended for Approval:

J. W. Bernadit
Assistant Division Engineer

Ivan L. Marchant
~~Construction Engineer or~~ Bridge Engineer

P. M. Stephenson
State Highway Engineer

Contract No. 6515

Project designation S-301(10) State-Federal

Date awarded Oct. 27, 1964

Work started Dec. 1, 1964

Per cent completed 1% Dec. 4, 1964

~~Completion Date~~ Date

No. of Workdays Allowed Feb. 1, 1965

~~Directional Order~~

No. of Workdays Used

~~New Completion Date~~ Mar. 1, 1965

No. of Added Workdays Requested

E—320 (Rev.)—8M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 3, 1964

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Feb. 1/1964 days to March 1/1964 days, within which to complete our Contract No. 06515, without the assessment of liquidated damages. The said contract is described as follows: 12th Ave. Intersection (Portland), Sandy Blvd. Highway, Grade, Pave, Signs & Signals, Multnomah County

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The City of Portland requested that the city streets not be torn up for one month due to the holiday season.

Respectfully submitted,

MADDOCK & STOKES ELECTRICAL CONTR.
Contractor

By Chas A. Stokes, partner

CONSENT OF SURETY

Date December 8, 1964

We, GLENS FALLS INSURANCE COMPANY of GLENS FALLS, NEW YORK

..., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Fred York
Attorney-in-fact

(SEAL)

Fred F. York
Resident Agent

FRED YORK INSURANCE

RECEIVED
JAN 21 1965

Form CD-121
(11-63)
(Pres. Wy
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

FOR FILING

Stephenson

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

DATE: January 18, 1965

In reply refer to: 08-35.4-DA

SUBJECT: Oregon Project U-301(10)
12th Ave. Intersection
Signs and Signals

We concur in your request for an extension of time on the subject project as requested in your letter of January 12, 1965 from Ivan D. Merchant. We were informed that the city requested this project "shut down" for the safety of the traveling public during the busy holiday season. We feel this is sufficient reason for the closure.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 26 1965
FOR FILING

January 25, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 10
January 25, 1965 meeting

Gentlemen:

The electrical contractor (Madson and Stokes) on the 12th Avenue intersection signal project on Sandy Boulevard in Portland, Contract No. 6515, has requested that the completion date for this project be advanced from the specified completion date of February 1, 1965 to March 1, 1965, without assessment of liquidated damages.

The contractor's request is predicated on the fact that he was, on order of the Highway Department, stopped from working on the job during the entire month of December 1964. The contractor's contention is correct. The stop-work order was for the safety of the traveling public during the busy holiday season.

Inasmuch as the contractor was prevented by conditions beyond his control from completing the work within the specified time, I recommend that the requested extension be granted without assessment of liquidated damages.

This is a federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the January 27 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc Floyd Query
R. L. Porter — Ivan Merchant
P. M. Stephenson — C. H. Maison
Victor D. Wolfe — Fred Klaboe

CAG:jm fn

RECEIVED
JAN 15 1965
PUBLIC ROADS

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement to additional funds as to [illegible]
Date JAN 18 1965
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name 12th Avenue Intersection (Portland) Date Jan. 19, 1965

Highway Sandy Boulevard Contract No. 6515

County Multnomah Prefix 26-1025

Contractor Madson and Stokes, Electrical Contractors F. A. Project No. U-301(10)

Address P. O. Box 280, Roseburg, Oregon Order No. 2

NOTED
LLOYD P. SHAW

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

"nlarge the existing footing excavation for the 66'-6" sign bridge in order to move the base sufficient distance to miss the sewer line found in the present footing.

1. Maximum equipment rates allowable as per AGC and State Agreement.
2. Percentage allowed Contractor is in accordance with executed contract for this project.

Location by station numbers:

Sandy Blvd. and N. E. 12th Ave.

Estimate of quantities and cost:

Labor	$75.00
Extra concrete in footings	50.00
	125.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Sewer line found in t e bottom of a footing for the sign bridge. This was not shown on the plans and Contractor had no way to know that this would conflict with the sign footing. The hole will be enlarged so as to enable the Contractor to move the footing over and miss the sewer line. Since the sign bridge is already fabricated both ~~footing will have to be changed.~~

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 47,012.62	
Present estimate of project cost, including $ 125.00 for work under this order	$ 47,250.00	
Expected ~~under-run~~ over-run amount	$ 237.38	
Expected ~~under-run~~ over-run per cent	5	

Submitted by: O F Lytle
Resident Engineer

Approval Recommended: J V Brandt
Assistant Division Engineer

Approval Recommended: Chief Bridge Engineer

Approved: P M Kloehn
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing Copy To Young 2-15-65

FORM H-30 8OM 7-64 SP*6220-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
January 25, 1965

To: Mr. Ivan D. Merchant
Bridge Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT: 12th Avenue Intersection
Sandy Boulevard (Portland)
Contract: 6515

Transmitted herewith is Order for Extra Work No. 2 in the amount of $125 to cover the cost of reexcavating sign bridge footings for a move of 6 inches. This was to avoid a sewer pipe encountered in one of the footings.

This matter was discussed with Mr. Gardner on January 18 at which time we expected to reroute the sewer around the footing. It was discovered, however, that the rerouting of the sewer pipe would involve excavation in Sandy Boulevard which would close off one of the travel lanes. By moving the footing 6 inches, the sewer would fall outside the anchor bolt assemblies and could be safely indented into the side of the footing.

Work was done on January 18 and 19 and has been completed. Your approval of this Order is recommended.

A. V. Benedict
Assistant Metropolitan Engineer

AVB:sh

Enclosures

cc Mr. R. F. Lytle

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JAN 26 1965 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
DEC 21 1964
FOR FILING

December 18, 1964

2.931

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon

Your File: 08-35.3

Dear Mr. Parsons:

Your recent memorandum concerning the improvement project at 12th-Burnside and Sandy has been received.

We will install two additional traffic signal heads over the four eastbound lanes on Burnside. These two additional traffic signals will supplement the two existing signal heads shown on the contract plans.

It has been suggested in your memorandum that the detail sheet #1473-B showing lane control signing should be revised such that the sign size will be 30"x36". The sign sizes have been specified in the Uniform Manual primarily on the basis of optimum legibility. It is felt that since the signs shown on the detail sheet under question are internally illuminated that a slight reduction in size should be allowed because equal or better legibility will be available from the smaller internally illuminated sign as compared to a larger reflectorized board type of sign. It is also further stated in the Uniform Manual in Section 1-A-12, page 13 "that some flexibility is desirable to permit the use of a uniform sign plate for any particular series of signs". The internally illuminated series of signs in Oregon has a uniform size sign plate constructed of plastic for all of the lane control internally illuminated sign series.

It should also be noted that commercial components are not available in sizes necessary to construct the 30"x36" sign indicated in the Manual. This is most particularly true with respect to the light sources.

For the above outlined reasons, we request your approval of the standard detail sheet #1473-B.

Our Metropolitan Division office will advise the resident engineer of the structural changes necessary to install the additional two traffic signal heads.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
Tom Edwards
Assistant State Highway Engineer

cc: Forrest Cooper
H. L. Porter
F. W. Crandall
Ivan Borchard
F. B. Kinboe

LJC:as/TE:as

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 25, 1964

08-35.4-DA

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon U-301(10)
12th Ave. Intersection - Sandy Blvd.

A review of the P.S. & E. documents by our Region office has raised several pertinent comments concerning conformance with the Manual of Uniform Traffic Control Devices. It is requested that the following item which does not conform to the M.U.T.C.D. be modified by change order.

> The Standard and Minimum size for overhead lane use control signs, in accordance with Section 1 B-18 is 30"x36" and not 24"x30" as detailed on standard sheet # 1473-B of the contract plans. This standard sheet should be modified accordingly for future projects.

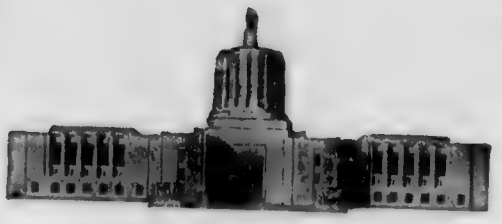
On the east bound signals for Burnside traffic you have placed only 2 signals for the four lanes. According to Section 3B-12 multiple faces for signals (a signal over each lane) provide a safety factor that might be desirable to consider in this brilliantly illuminated area. It seems somewhat inconsistant to signalize each lane on the west bound traffic and utilize only one signal for two lanes on the east bound traffic. We would appreciate your reactions to this comment and if you intend to make any alterations.

It is felt that the resident engineer should be informed as soon as possible of any change in details to enable the contractor to alter his shop plans.

Original To Young
cc Edwards
12-2-64

RECEIVED
DEC 9 - 1964

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 7, 1964

Mr. A.W. Parsons
Division Engineer
U.S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

12th Avenue Intersection
Contract No. 6515
Federal Aid Project No.
U-301(10)

Work on the above project was started on December 1, 1964.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:jm

cc: D.B. Parkes
F.A. Query
L.H. Young
C.H. Maison

NOTED
FLOYD QUERY

RECEIVED
DEC 21 1964
FOR FILING
1-20/(10)
515

MISC. CONTRACTS and AGRMTS. No. 27

Salem, Oregon
December 3, 1964

Agenda Item 4-i

Coop. Constr. Agreement
12th Avenue Intersection
(Sandy at Burnside)
Sandy Blvd. Highway #59
City of Portland

Mr. H. S. Cox
County & City Engineer
O f fi c e

Attention: Mr. Don Harwell
Office Engineer

Attached is a partially signed copy of a cooperative construction agreement with the City of Portland pertaining to reconstruction at 12th Avenue Intersection (Portland) Section, at Burnside and Sandy Boulevard.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and two fully executed copies have been sent to the City of Portland.

Secretary

rn
Attach: 1

RECEIVED
NOV 6 - 1964
FOR FILING

November 5, 1964

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the November 24 Commission meeting will be a cooperative construction agreement with the City of Portland pertaining to the 12th Avenue Intersection (Burnside at Sandy) Section of the Sandy Boulevard Highway in Portland. This project is being undertaken as a part of the continuous minor betterment program directed toward the improvement of traffic safety.

This agreement provides for reconstruction of the intersection including grading, paving, signing, and signals. This project is financed as a Federal-aid Urban job with no cost of construction chargeable to the City. The State shall perform all work and upon completion of the project, shall maintain the intersection as long as it remains on the State highway system.

Upon completion of the project, the City shall assume maintenance of the traffic signals and pay for all electrical energy consumed by same. Bids for this project were opened on October 6 and it is now under contract to Madson and Stokes.

The cost of construction is estimated to be $47,000.

Your approval is recommended and your authority requested for the Secretary's signature for and on behalf of the Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Lloyd P. Shaw
Victor D. Wolfe
F. B. Crandall
H. S. Cox
C. H. Maison
Fred Klaboe

DNH:mm bbc

RECEIVED
DEC 2 - 1964
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are [illegible]
Date NOV 19 1964
[illegible]

Order for Extra Work

NOTED
L. R. SHAW

TO BE PERFORMED ON FORCE ACCOUNT BASIS

U.S. Bureau of Public Roads

Project Name 12th Avenue Intersection (Portland) Date Nov. 2, 1964

Highway Sandy Boulevard Contract No. 6515 (Br)

County Multnomah Prefix 26-1025

Contractor Hodson and Stokes, Elec. Contractors. F. A. Project No. U-301(10)

Address P.O. Box 280, Roseburg, Oregon Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging

Location by station numbers:

0+00 to 4+00

Estimate of quantities and cost:

Flagging: State's share $150.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Special Provisions prodides that the State shall pay 57½% of the flagging cost that occur on the project.

$150.00 has been set up in the project authrization to cover this item.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 47,012.62	Space to right of this line is for use of Salem Office
Present estimate of project cost, including $ 150.00 for work under this order	$ 45,891.12	
Expected under-run amount	$ 1,121.50	
Expected under-run per cent	2	

by: [signature] Resident Engineer

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

Recommended: [signature] 12-2 Assistant Division Engineer

Approved [signature] Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

OE-L.L.D. Copy to Young 12-2-64

RECEIVED
DEC 15 1964
FOR Filming

October 27, 1964

Hadsen & Stokes Electrical Contractor
P. O. Box 280
Roseburg, Oregon

Gentlemen:

The State Highway Commission on October 9, 1964, accepted your proposal for grading, paving, signals and signing on the 12th Avenue Intersection Section of the Sandy Boulevard Highway in Portland, Multnomah County, for the sum of $41,539.00, and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 4515. Contract forms are being prepared and will be mailed to you for execution.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant
Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

fp

RECEIVED
NOV 4 - 1964

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

October 27, 1964

08-35.DC

Signature Read by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project U-301(10)
12th Ave. Intersection (Portland Section
Grading, paving, signing & signals

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6515 to Madson & Stokes Elec. Contractors of Roseburg, Oregon, low bidder in the amount of $41,539.00 at the October 6, 1964 bid opening.

Mr. Litchfield's September 15, 1964 Utility Status Report stated that participation for the minor amount of reimbursable utility work will not be claimed.

As stated in our September 21, 1964 memorandum authorizing advertising, copies of your supplemental agreement now signed by the city of Portland officials and your legal section should be furnished for our approval after Commission approval.

OCT 30 1964
OFFICE OF
STATE HIGHWAY ENGINEER

ATTESTED
LOYD P. SHAW

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

September 25, 1964

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan, Construction Engineer

Dear Mr. Cooper:

The following listed location survey prospectuses submitted to us by letters dated September 1 and September 4, 1964, respectively, have been reviewed:

12th Street-Allen Avenue Section, Beaverton-Tualatin Highway, Washington County.

Tygh Valley-Oak Springs Road Section, The Dalles-California Highway, Wasco County.

12th Avenue Intersection (Portland) Section, Sandy Boulevard Highway, Multnomah County.

None of these projects involves streams, lakes, or bays hence we have no official interest.

Sincerely,

William D. Clothier

WILLIAM D. CLOTHIER, ASSISTANT
STATE FISHERIES DIRECTOR

Copies to:
L. P. Shaw
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
F. B. Klaboe (2)
A. E. Johnson (2)
Dean Swift (2)

RECEIVED
SEP 25 1964
FOR FILING

4-3.01(10)

September 24, 1964

Mr. Wm. A. Bowes, Commissioner
Department of Public Works
City Hall
Portland, Oregon

Dear Mr. Bowes:

Reply is made to your letter of September 21, concerning the proposed signalization and sign improvement at E. Burnside, Sandy Boulevard and 12th Street intersections.

Mr. Waller's advice with respect to the installation of sign posts in the islands is valid. However, in analyzing this intersection, it has been our belief that the major trouble was subscribable to insufficient signing and delineation and we chose the method shown on the plans as the better solution. Our experience with sign and light posts in traffic islands, while indicating some hazard, has not been at all objectionable.

With respect to widening of Sandy Boulevard east of 12th Street, such widening would require additional right of way. Our analysis of the accident pattern in that particular portion of the intersection does not indicate any sideswiping due to insufficient lane widths, but instead consists of the normal pattern of rear-end collisions to be expected at a heavily traveled signalized intersection.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:jw

bc Forrest Cooper
R. L. Porter
F. B. Crandall (Enc.)

WILLIAM A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

G. J. LINDSTEDT
CHIEF OF OPERATIONS
L. H. ROSENTHAL
CITY ENGINEER

CITY OF PORTLAND
OREGON

September 21, 1964

Mr. Tom Edwards
Assistant State Highway Engineer
State Highway Department
State of Oregon
Salem 10, Oregon

Dear Mr. Edwards:

Attached hereto is a copy of a memorandum from the Traffic Engineer regarding the proposed changes in improvements and signalization at E. Burnside, Sandy Boulevard and 12th Avenue.

You will note that Mr. Weller, Traffic Engineer, is in general agreement with the planned improvement, but that both he and Mr. Fowler wish to call your attention to a potential traffic hazard which would be created by the installation of poles in the proposed island locations. They have offered this objection for your consideration and study.

In addition, there was an additional suggestion that the proposed improvement should include a widening within the present street area on the north side of Sandy Boulevard east of 12th Avenue, 200' east to 13th Avenue. I would appreciate your consideration of this suggested improvement to be done simultaneously with the other proposed changes.

It would be appreciated if you would advise me as to your decision in respect to the proposed alterations included in the attached memo.

Very truly yours,

Wm A. Bowes
Commissioner of Public Works

B:CJW:pb

cc: Mr. Weller
Mr. Fowler
Mr. Wendt

RECEIVED
SEP 23 1964
OREGON
STATE HIGHWAY COMMISSION

CITY OF PORTLAND

INTER-OFFICE CORRESPONDENCE

(NOT FOR MAILING)

September 16, 1964

From Traffic Engineering

To Public Works

Addressed to Commissioner William A. Bowes - Attn: Mr. Carl Wendt

Subject Proposed Changes in Improvements and Signalization at E. Burnside-Sandy Boulevard-12th Avenue.

Dear Commissioner Bowes:

As a result of my memo to you of September 8th relative to the request of the Oregon State Highway Department to revise the complex intersection of E. Burnside, Sandy Blvd. and 12th Avenue, Mr. Val Johnson and Bill Zirbes of the Traffic Engineering Department met with Fred Fowler, Carl Wendt, Don Bergstrom, Dick Speer and myself in this office on this date.

We reviewed Contract Plan Project U-301 (10) and agreed that the proposal of the state to install additional signing and provide an additional lane on the southerly side of E. Burnside Street between 11th and 12th Avenues will be a betterment, and is desirable.

Your Traffic Engineer, supported by Mr. Fowler, objected to the potential hazard created by the installation of poles in island locations, and respectfully suggest that the state fully consider the hazards created by this type of installation.

Mr. Wendt suggested that if possible the state consider the widening of the roadway on N.E. Sandy Boulevard immediately east of N.E. 12th Avenue as a part of the project, and that the state also consider the revision of a driveway at this particular location. At the present time the driveway extends to the west of the existing and proposed stop line.

It is our further understanding that a preliminary estimate of the cost of this improvement will be approximately $40,000.00, and that the City of Portland, by formal agreement, would be obligated to pay only the cost of electrical current consumed and the future maintenance of the revised signalized intersection.

As you know, E. Burnside and 12th has been high on the "Worst 10" list for years -- in fact, for a number of years it was consistently the "No. 1" intersection, having more accidents, and probably more volume of traffic than any other complex intersection in the City of Portland. I am sure you recognize that the separation of traffic at this intersection is most necessary. Although the improvements contemplated by the State of Oregon at this time will be most helpful planning for grade separation should not be forgotten.

It is suggested that this information be forwarded to Mr. Tom Edwards, Assistant State Highway Engineer, as soon as possible.

Respectfully submitted,

W. J. WELLER
Traffic Engineer

WJW:ba
cc: Mr. Fred Fowler

477 Cottage Street N.E.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original Signed By
G. R. Brooks
Dist. Engineer

September 21, 1964
08-35.2-8A

A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

Oregon Safety Project H-301(10)
12th Avenue Intersection of Sandy Blvd. Section (Portland)
Grading, Paving, Signing and Signals

P. S. & E. Documents for the subject project for your continued attack on high-accident locations have been reviewed and are hereby approved. We note that the position of interior illuminated signs for south-bound traffic from N.E. 12th Avenue has been moved in accordance with agreements reached during our September 3, 1964 conference on design details. You are authorized to advertise the project for bids for a period less than three weeks as requested in Mr. Young's September 17, 1964 letter in view of the urgent need to improve the hazardous intersection involved. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that you are in a position to begin negotiations for the single minor right-of-way parcel needed for the project, with relocation advisory assistance unnecessary. Mr. Wright's September 9, 1964 report indicates that should negotiations fail a condemnation suit can be filed on October 9 with the expectation that this parcel can be made available for occupancy and contractor's use prior to award. Concurrence in award of contract will be withheld pending notification that the right-of-way or rights-of-entry have been acquired.

The September 11, 1964 advance draft of your agreement with the City of Portland has been reviewed and traffic control measures as well as provisions for city-owned utility adjustments are considered to be acceptable. Evidence that your Legal Section has approved the agreement as to form and city officials have signed the agreement should be furnished prior to our concurrence in award. Copies should be furnished for our approval and files after the agreement is executed.

Your September 15, 1964 status report of preparatory work for utility adjustments indicates that no delays are anticipated. We understand that participation will not be claimed for the minor amount of reimbursable work involved.

(more)

original To Young with attach
9-28-64

NOTED
LLOYD F. SHAW

The statement regarding filing of nondiscrimination reports included as a supplement to your proposal is approved for this specific project.

Mr. Young's September 17, 1964 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

RECEIVED
SEP 18 1964
FOR FILING

September 17, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Complete P.S. & E. documents for the 12th Avenue Intersection (Portland) Section, Project No. U-301(10) have been submitted to your department and accordingly, we are requesting your authorization to advertise the project for bids to be received October 6, 1964.

We request your approval of an advertising period less than the required three weeks (a minimum of two weeks) as it is desirable to complete the major portion of the project before the winter season sets in.

We also feel it is in the public interest that improvement of the intersection be completed at the earliest possible date.

There is hereby incorporated by reference, as a condition of approval of this project by the Bureau of Public Roads for Federal-Aid participation, the language specified by Section 60-1.3(b)(1) of the Regulations of the President's Committee on Equal Employment Opportunity (as adapted by the Bureau and set forth on pages 12-H through 12-K, of the Labor Compliance Manual, Federal-Aid Construction); and such specified language will be set forth in full in the project agreement.

In compliance with IM 21-5-63, the Fish and Game Commissions have been furnished data on the above project for their consideration of the effect of construction on fish and wildlife and their recommendations of measures to minimize any detrimental effects which may result from the proposed construction. The Fish and Game Commissions have approved the data and did not recommend that any special measure should be

taken. There are no special measures planned as project expenditures for fish and wildlife protection on the project.

In compliance with IM 40-3-62, specific single materials or products called for in the specifications of the above project have been justified and were approved by your letter dated March 9, 1964, subject "IM 40-3-62 Product Selection and Bidding Procedures".

We are forwarding copies of the following status reports:

1. Right of Way Status Report dated September 9, 1964

2. Utility Status Report dated September 15, 1964

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RWC:mb

RECEIVED
SEP 14 1964
FOR FILING

FORM E-SOX—SOH—12-60 54077

436r(10)
16575

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 9, 1964

To: Mr. L. H. Young
Office Engineer

B u i l d i n g

SUBJECT: Right of Way Status
12th Street Widening
at Sandy Boulevard

File 37221 - Greblo

This project has one file, the description for which was received last week. The appraisal background should be completed by the end of this week and negotiations will open next week. The value is estimated to be $10,000.

In the event we are unable to secure an option, we will be in a position to file a complaint on October 9. Permission to condemn would need to be secured at the October 8 Commission meeting; therefore, the October 9 date has been set for completion.

L. I. LINDAS
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

DHM:SM:gc

cc - Lloyd P. Shaw
L. I. Lindas

RECEIVED
SEP 15 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 14 1964

477 Cottage Street NE.
Salem, Oregon 97301

September 9, 1964

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
T. Doc
Eng. Coordinator

00-35-EC

T. Doc, assistant Division Engineer
Salem, Oregon

Oregon Project S-331(10)
High-accident location improvement

In reference to Mr. Young's September 4, 1964 letter submitting a program request, we are approving the following detailed project in Stage 2, Safety Improvement, effective this date:

Item	Project	Location	Work
142	S-331(10)	12th Ave. Intersection of Sandy Blvd. (Portland)	Gr., Br., Widen, and Improve Intersection

We are aware that this is the first submission to Public Roads concerning Mr. Whitten's April 15,1964 memorandum, and recognize the State's effort in accident prevention at hazardous locations. Future projects of this nature will be regarded with favoritism by this office.

This Stage 2 safety improvement project provides for intersection improvements at a total estimated cost of $50,000, of which $30,000 is reserved as Federal-aid Urban funds.

original To Young
9-14-64

MOVED
LLOYD F. SHAW

RECEIVED
SEP 16 1964
FOR PUBLIC ROADS

Form CD-121 (11-63) (Pres. by A.O. 2661)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 2, 1964

In reply refer to: 08-35-EC / 710.17

6515

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Improvement of High-accident Location Program
East Burnside - Sandy Intersection, Portland

Mr. Shaw's August 18, 1964 letter and attachments for the proposed subject project to be placed under the provisions of Mr. Whitton's April 15, 1964 Circular Memorandum has been reviewed by this office, and we offer the following comments for your consideration:

Should you be planning to do this work by other than contractual methods, a statement supporting the work as being in the public interest will be necessary.

The details concerning preparation of the necessary program documents for this type of project should be noted in the above mentioned Circular Memorandum.

Our review of the proposed plan, accident location map, and narrative on this project appears to indicate that this project will well qualify under this type program.

With your consideration of the above comments, we will look with considerable favor on the official program upon submission.

Our detailed comments on your plans will be forthcoming as soon as possible.

Copy to Engineer 9-8-64

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 5 1966
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. ANDERSON, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

U-301(10)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 18, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Dear Sir:

Re: Improvement of high-accident locations on the Federal Aid Primary and Secondary Systems, Rural and Urban

Pursuant to Mr. Whitton's April 15, 1964, memorandum dealing with the spot improvement of high-accident locations on the Federal Aid System, we wish to propose an urban classification job for your consideration. The location of the job is at the juncture of East Burnside, Sandy Boulevard, and 12th Avenue in Portland and has a high-accident incidence. Attached hereto is a collision diagram for the year 1963 as a part of the supporting data.

Upon receiving your concurrence that this proposed project warrants remedial action under the subject program, we will take the necessary steps for the financing and programming of the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
LLOYD P. SHAW

Lloyd P. Shaw
Assistant State Highway Engineer

Attach.
cc Forrest Cooper
R. L. Porter
Tom Edwards
L. H. Young
F. D. Morgan
F. B. Crandall
J. W. Nash

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

PROPOSED TRAFFIC CONTROL IMPROVEMENT
E Burnside & Sandy Blvds.
Portland

The traffic control improvement as shown on the proposed plan included with this material, consists of providing the following items in an improved form:

1. Better lane control, particularly for the eastbound movement on Sandy Blvd., through the use of interior illuminated control signs at the intersection proper.

2. Better lane control in advance of the intersection, particularly for the eastbound movement on Sandy Blvd., through the use of directional signing which will be provided with exterior illumination for good nighttime visibility.

3. Improved signal head placement through the use of signal bridges and mast arms.

4. A more efficient and safe flow of traffic through the intersection through the use of channelizing islands.

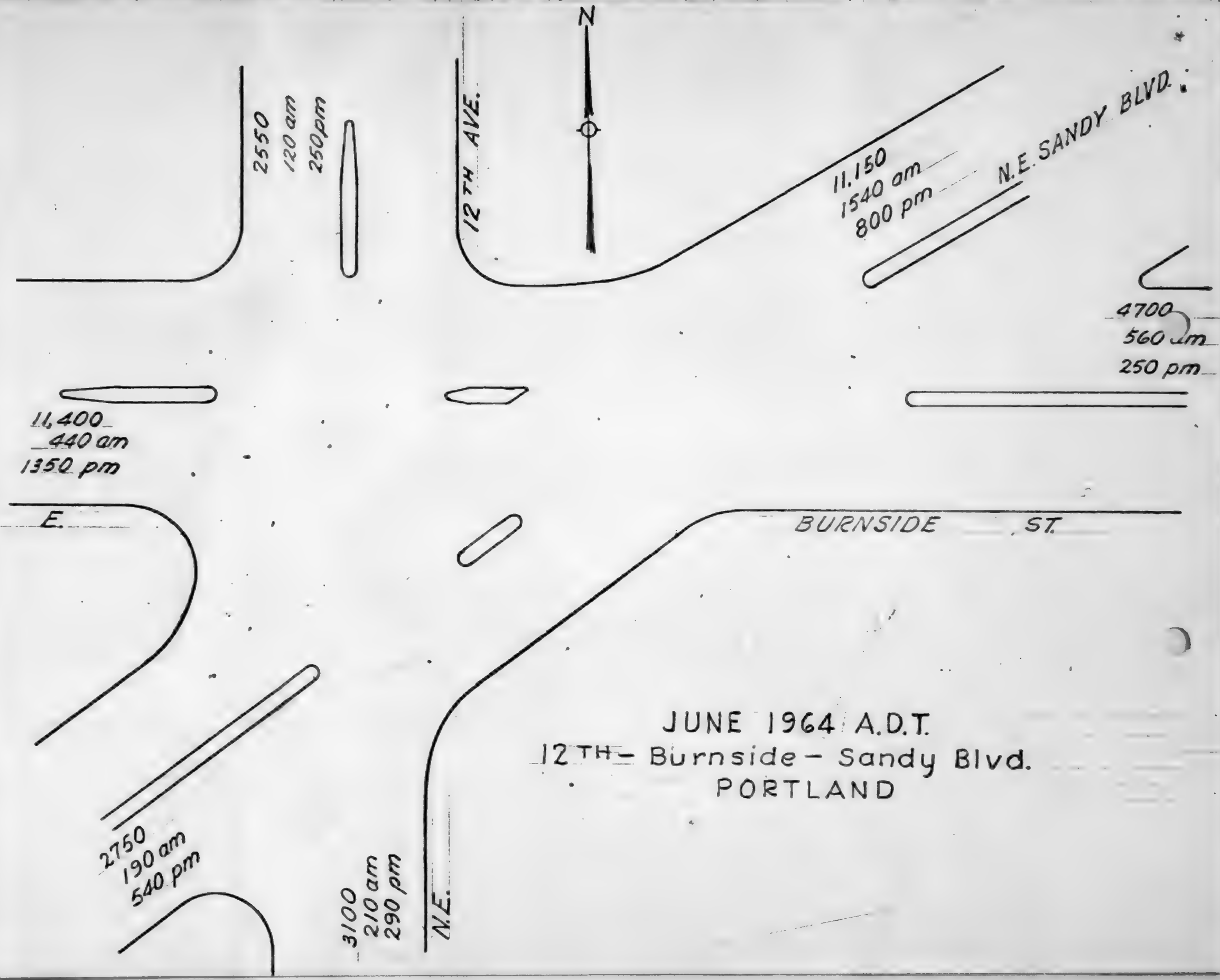
5. Increased lane capacity for the eastbound movement through the use of street widening to obtain an additional lane.

The above items, when working together as a complete system at the intersection, should radically improve the safety and traffic operation through the intersection. This is more particularly true for the eastbound movement, which as the Collision Diagram indicates is that movement having the most serious trouble because of improper lane changing maneuvers. The entire improvement is designed to both advise the driver and to physically prevent him from making these lane changing movements at the incorrect location.

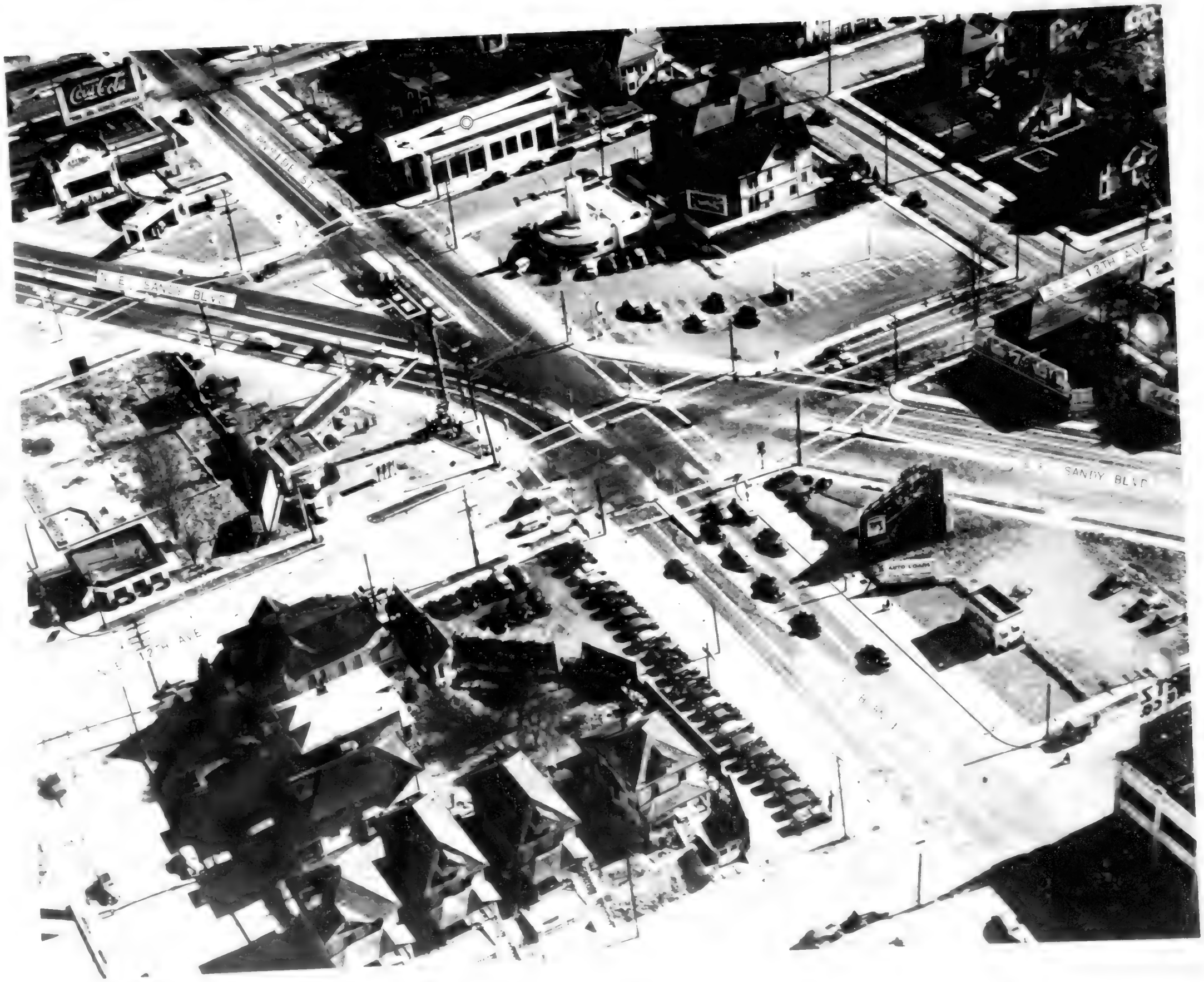
The material being presented at this time is intended to act as a "before" portion of a study which will also include additional data that will be taken after the improvement is made. This "after" portion of the study would be transmitted at the appropriate time and would consist primarily of volume, accidents and signal delay data presented in such a manner as to show what improvement has occured in the safe operation of traffic through this intersection.

It can be seen from a portion of the data being submitted with this narrative that the intersection has had the highest accident rate within the city of Portland for five of the past ten years. It has also been either the highest or the second highest for all of the past ten years. Based on this most unfavorable accident experience, the location was chosen as a candidate for a spot improvement project of the type mentioned by Mr. Whitton, Mr. Hodges and President Johnson in their correspondence published earlier this year.

LEG:njc
8-12-64



JUNE 1964 A.D.T.
12TH – Burnside – Sandy Blvd.
PORTLAND


Coca-Cola
NE SANDY BLVD
NE 12TH AVE
SANDY BLVD
SE 12TH AVE

RECEIVED
AUG 18 1964
DEPARTMENT OF PUBLIC WORKS
WILLIAM A. BOWES
COMMISSIONER

FOR FILING

RECEIVED
AUG 17 1964
OFFICE OF
STATE HIGHWAY ENGINEER

CITY OF PORTLAND
OREGON

BUREAU OF TRAFFIC ENGINEERING
W. J. WELLER
TRAFFIC ENGINEER

OFFICE ADDRESS: 420 S. W. MAIN ST.
MAILING ADDRESS: CITY HALL

Edwards - Please
Date: 8/14/64
Re: Is the signal needed to
protect the left turn?
Due Date:

NOTED
T. EDWARDS

K.

RECEIVED
JUN 5 - 1964
FOR FILING

Salem, Oregon
June 4, 1964

Mr. F. B. Klaboe
Metropolitan Engineer
State Highway Department
5821 N. E. Glisan Street
Portland, Oregon

Please have Dennis Peterson prepare a plan for correction of the accident picture at the Burnside-Sandy-12th Street intersections. Accident patterns are available.

The pattern indicates the trouble is minor with one exception, that being people eastbound on Burnside are not observing the signs. The center lane is supposed to turn left, the second lane may either turn left or go ahead. Spot observation indicates people going straight ahead out of the center lane quite consistently. The second part of the pattern seems to be sideswiping accidents between the center lane and the second lane due to nonmarking of the lane patterns.

I attach a copy of the list of the city's ten worst intersections. One of them we have already taken some action on - namely, Interstate and Greeley; three are now in the process of being improved - namely, those on 82nd and Foster, and Division and Powell. Harbor and Oak is included in this list but no action will be taken there.

Attachment

Tom Edwards
Assistant State Highway Engineer

TE:jw

cc Mr. Don Bergstrom
Assistant Traffic Engineer
Bureau of Traffic Engineering
Portland, Oregon

bc Forrest Cooper
R. L. Porter
F. B. Crandall

FORM E-26 10M 9-62 45906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
May 5, 1964

SUBJECT: Ten Worst Intersections
City of Portland
TE 2230

To: Tom Edwards
Ass't. Highway Engineer
B U I L D I N G

There are attached one copy of a collision diagram for each of the following State highway intersections in the city of Portland:

12th, Burnside and Sandy
82nd and Division
Interstate and Greeley
W. Burnside and 18th
E. Burnside and Union
82nd and Foster
Harbor and Oak
Broadway and Union
82nd and Powell
W. Burnside and 2nd

These were the ten worst intersections in the city of Portland for the year 1963. The collision diagram covers the accidents which occurred during this year.

F. B. Crandall
Traffic Engineer

RECEIVED
MAY 21 1964
OFFICE OF
STATE HIGHWAY ENGINEER

VPJ:sm
Attachment

P.S. May 21, 1964

Tom: I am returning this for your file. This is the one you recall we discussed verbally and wherein we made notes on the Collision Diagrams on likely remedial measures. I have kept these work diagrams. We are proceeding in consort with Failmezger to make recommendations for betterment, taking into account suggested treatments as per our discussion.

FBC

3-1614 Tr. Sig. Install., Jefferson-Jackson St. Sec., Pacific Hwy. 1964

#6516

U.S. 3775

RECEIVED
MAY 26 1965
FOR FILE

1619

6216

May 26, 1965

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

On May 3, 1965, we wrote to you concerning release of final payment on Contract No. 6516 awarded to W. R. Grasle Company, for traffic signal installation in Milwaukie (Jefferson-Jackson Street) of the Pacific Highway East in Clackamas County.

Final payment on this contract is $9,074.24 and the total contract amount is $16,331.84, including $443.84 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: W. R. Grasle Company
437 N. W. 16th Avenue
Portland, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
MAY 3 - 1965
CONTROLLING
L. 1.1
L. 1.6

April 30, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed April 23, 1965, on Contract No. 6516. The contract was with W. R. Grasle Company and was for Milwaukie Traffic Signals on the Pacific Highway East in Clackamas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 30, 1965, and that you concur in this procedure at the Commission meeting on June 1.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan D. Merchant
L. H. Young
C. H. Maison
L. W. Rulien

TE:bg

RECEIVED
MAR 23 1965

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 22, 1965

SUBJECT:

To: Mr. D.B. Parkes
Office Engineering

B U I L D I N G

Work was started on Contract No. 6516, Milwaukie Traffic Signals on the Pacific Highway in Clackamas County on March 17, 1965.

Ivan D. Merchant
Bridge Engineer

jm

cc: F.A. Query

NOTED
FLOYD QUERY

RECEIVED
DEC 17 1964
FOR FILE

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 16, 1964

FORREST COOPER
STATE HIGHWAY ENGINEER
S. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

6516

W. R. Grasle Co.
437 N. W. 16th Ave.
Portland 9, Oregon

Gentlemen:

The State Highway Commission on December 15, 1964, awarded to you State Highway Contract No. 6516 for the following project:

Traffic signal installation on Jefferson-Jackson St. Section of Pacific Highway in Clackamas County.

This award was based on your low bid of $16,128.00 which was submitted to the Commission on December 8, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

fp

RECEIVED
DEC 2 1 1964
FOR FILING

6516

MISC. CONTRACTS and AGREEMENTS No. 2725

Salem, Oregon
December 2, 1964

Agenda Item 4-j-4

Mr. F. B. Crandall
Traffic Engineer
Building

Agreement
Traffic Signal Installations
Pacific Highway East - Hwy. 1E
Milwaukie

Attached is a conformed copy of an agreement with the City of Milwaukie covering traffic signal installations on Pacific Highway East (~~Milwaukie Street~~ McLoughlin Blvd. with Jackson Street and Jefferson Street) and removal of existing signal at McLoughlin Blvd. and Monroe Street.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Milwaukie. A conformed copy is being sent to Mr. H. S. Cox, County & City Engineer.

Secretary

rn
Attach: 1

cc - H. S. Cox (agreement)

RECEIVED
NOV 23 1964
FOR FILING

November 20, 1964

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the November 24 Commission meeting will be an agreement with the City of Milwaukie pertaining to traffic signal installations on the Pacific Highway East (McLoughlin Street with Jackson Street and Jefferson Street) in Milwaukie.

This agreement provides for installation of full-actuated traffic signals at McLoughlin Boulevard and Jackson Street and McLoughlin Boulevard at Jefferson Street, plus removal of existing signal at McLoughlin Boulevard and Monroe Street. The cost is estimated at $22,000 of which the City of Milwaukie will contribute $11,000 and will also assume the maintenance and power costs.

Your approval is recommended and your authority requested for the Secretary's signature for and on behalf of the Commission.

This matter will be on the agenda for your meeting on November 24.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
C. H. Maison
A. E. Johnson

njc bbc

ECONOLITE
3533 Stone Way North, Seattle 3, Washington
MElrose 3-2159

3-1614

6516

November 19, 1964

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Subject:
(1) Clackamas County Traffic Signals
(3) Coos County Traffic Signals
(4) Douglas & Josephine Counties Signing
(8) Lane County Signing
(14) Multnomah County Stadium Frwy. Traffic Signals
(15) Polk County Signing

Gentlemen:

This letter is written in the form of a request for plans and specifications for the subject jobs, as advertised in your 'Notice to Contractors'.

Enclosed please find cash in the amount of twelve dollars to cover the cost of these plans.

Very truly yours,

ECONOLITE, A Division of
Tamar Electronics, Inc.

Laurie Palo

L. Palo,
Secretary

#11 Info - mailed
11-20-64
C.H.

RECEIVED
JUL 23 1964
FOR FILING

FORM E-30 50M 5-62 42908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 22, 1964

SUBJECT:

To: Tom Edwards
Assistant Highway Engineer
BUILDING

Attached is correspondence from Al Johnson pertaining to proposed traffic signals in the City of Milwaukie.

The City has indicated its willingness to participate in two traffic signal installations. It does not seem appropriate to delay these two installations while we are studying the remainder of McLoughlin Boulevard. I would recommend that we proceed with preparation of contract plans for these signals. Your past instructions were to get agreement from the City that they would participate. We now have this agreement.

If you approve, we will proceed with the preparation of the plans.

L. E. George
Assistant Traffic Engineer

LEG:lpf

Attachment

Copy to Mr. George 7-23-64
Approved Conditional
I wish to look at the entire picture

NOTED
TOM EDWARDS

Val

FORM E-20 50M 3-63 49007

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 17, 1964

SUBJECT: Traffic Signals
McLoughlin Boulevard
Milwaukie

To: Mr. F. B. Crandall
Traffic Engineer
Salem

Reference is made to previous correspondence on the subject signals in Milwaukie.

Enclosed is a copy of a letter from Mr. Max C. Thompson, City Manager of Milwaukie, indicating that the City Council had approved traffic signal installations on McLoughlin at Jefferson and Jackson Streets along with traffic channelization. In addition to the traffic signals and left turn refuge construction previously approved, the City is now requesting a left turn signal or a three-phase signal at Jefferson Street. This was discussed with Mr. Ron Failmezger, Division Traffic Engineer, who indicated that due to the high volume of traffic on McLoughlin Boulevard he felt a three-phase signal should not be installed.

Since the City Council has indicated willingness to participate in the expense of this project, it is recommended that you proceed with the preparation of a State-City agreement in accordance with your letter of April 21, 1964.

A. E. Johnson
Division Engineer

AEJ/lh
Enc.

cc: D. D. Rohrbough
Ron Failmezger

RECEIVED
JUL 20 1964
TRAFFIC ENGINEERING

NOTED
TRAFFIC CONTROL
ENGR.

FOUNDED 1848

TELEPHONE OL. 4-9593

CITY OF MILWAUKIE

OFFICE OF
CITY MANAGER

CITY HALL — 926 MAIN STREET
MILWAUKIE, OREGON

July 14, 1964

Mr. A. E. Johnson, Division Engineer
Oregon State Highway Department
9200 S. E. McLoughlin Blvd.
Milwaukie 22, Oregon

Dear Mr. Johnson:

Mr. Ron Failmezger of your office presented to us several months ago a plan and cost estimate for traffic signals on McLoughlin Boulevard at Jefferson and Jackson Streets along with some traffic channelization. The cost was estimated at $23,000.00 of which the city's share would be $11,000.00 or one half the cost of the traffic signals.

The City Council has authorized that this work be done, but they also request that a hide-away for left turns be provided for south-bound McLoughlin Blvd. traffic at Jefferson Street with a left turn signal. This was requested because this is presently the state highway route and a large amount of traffic turns at this intersection.

Very truly yours,
CITY OF MILWAUKIE

Max C. Thompson

Max C. Thompson
City Manager

MCT/vam

NOTED
E. E. STREAM

RECEIVED
JUL 15 1964
OFFICE OF
DIVISION ENGINEER
DIVISION NO

6-1609 North Bend Tr. Sig., Oregon 1964
Coast Hwy. at Connecticut Ave. &
#6517 Cape Arago Hwy. at McPherson Ave.

(84) 2712

RECEIVED
JUN 1 - 1965
FOR FILING
6-1609
6-17

May 28, 1965

St. Paul Fire & Marine Insurance Co.
Pacific Department
200 Mills Building
San Francisco 6, California

Gentlemen:

On May 3, 1965, we wrote to you concerning release of final payment on Contract No. 6517 awarded to Trowbridge Electric Company for traffic signal installation in North Bend (Connecticut and McPherson Avenues) on the Oregon Coast and Cape Arago Highways in Coos County.

Final payment on this contract is $888.30 and the total contract amount is $12,690.00. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkm

cc Trowbridge Electric Company
721 S.E. Oak Avenue
Roseburg, Oregon

Ken Bailey Insurance Agency
830 S.E. Rose
Roseburg, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
MAY 3 - 1965
FOR FILING
1 (107
6517

April 30, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed April 22, 1965, on Contract No. 6517. The contract was with Trowbridge Electric Company and was for traffic signals at Connecticut and McPherson Avenues on the Oregon Coast and Cape Arago in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 30, 1965, and that you concur in this procedure at the Commission meeting on June 1.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
Ivan D. Merchant
C. H. Maison
L. R. Chandler

TE:bg

RECEIVED
MAR 24 1965
FOR FILING
6 1 07
6517

March 23, 1965

Mr. John F. Isadore
City Administrator
City Hall
North Bend, Oregon

Dear Mr. Isadore:

Thank you for your letter of March 16 re traffic light at the intersection of Virginia and McPherson Streets and an alternate truck route in the city of North Bend.

Per your request, the Oregon State Highway Department will install "Truck By-Pass" signs on the route as discussed by you and our representatives prior to the activation of the aforementioned signal.

Thank you for calling this matter to our attention.

Very truly yours,

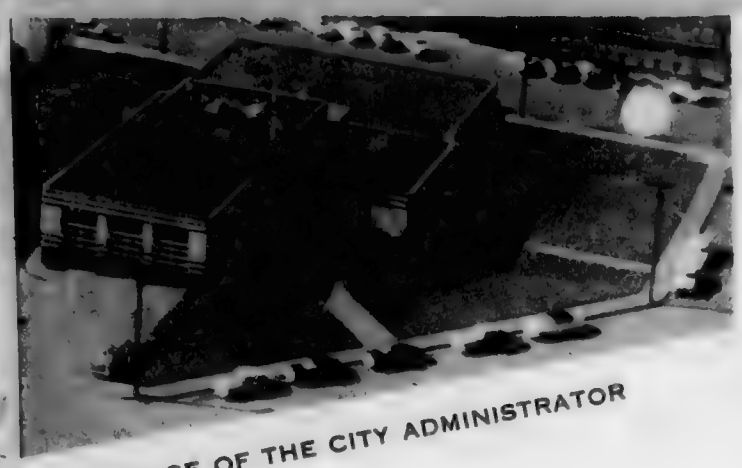
Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
E. S. Hunter
L. R. Chandler

VDW:bjs



OFFICE OF THE CITY ADMINISTRATOR

CITY OF NORTH BEND

NORTH BEND, OREGON

March 16, 1965

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. Tom Edwards
Assistant State Highway Engineer

Gentlemen:

This will acknowledge your letter of March 15, 1965 in which you state the alternate truck route agreed on by members of your Roseburg office, the City officials and Keizer Memorial Hospital will be the sole responsibility of the City of North Bend. This is agreeable to the City of North Bend on condition that prior to the activation of the signal the State Highway Department will sign the truck bypass.

I trust this will be satisfactory, however, if you have any questions or if I can be of further service in this matter, please feel free to contact me.

I wish to take this opportunity to express my appreciation and that of the Mayor and City Council for your assistance and cooperation in this matter.

Very truly yours,

John F. Isadore

John F. Isadore
City Administrator

JFI:d

Via draft. copy to Hunter & Chrisman immediately

NOTED
TOM EDWARDS

RECEIVED
MAR 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
MAR 17 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 18 1965
FOR FILING
6217

March 15, 1965

Mr. John F. Isadore
City Manager
City Hall
North Bend, Oregon

Dear Mr. Isadore:

Personnel from our Division Office in Roseburg have met with you recently concerning the location of the traffic signal at Virginia and McPherson Streets in North Bend.

It is understood that the location of this signal, as previously planned, is suitable to the City, but that an alternate truck route might be desirable from the standpoint of reducing noise past the Kaiser Memorial Hospital.

If the City so desires to route truck traffic so that it might bypass the central business district, the Highway Department would have no objection. However, funds will not be available, either to assist the City financially with the project, or with future maintenance. These items would have to be the responsibility of the City of North Bend.

If the City does decide to route over an alternate path, the Highway Department will install the necessary signing to accomplish the truck bypass.

Very truly yours,

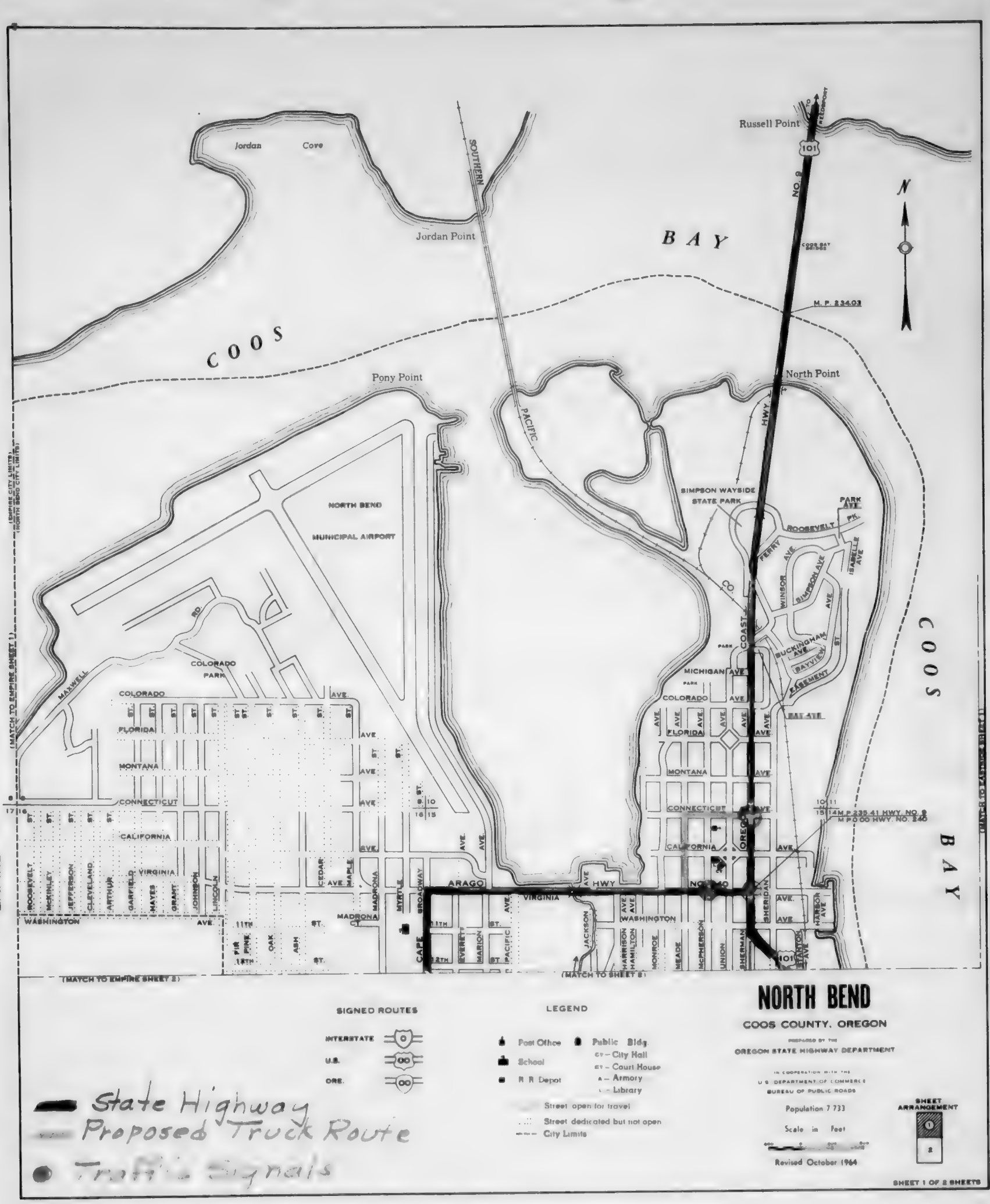
Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall
L. R. Chandler
R. W. Bothman
George Baker

LEG:NJC/TE:jwa



SIGNED ROUTES

INTERSTATE 0
U.S. 00
ORE. 00

LEGEND

- Post Office
- School
- R R Depot
- Public Bldg.
  - CH – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel
- Street dedicated but not open
- City Limits

State Highway
Proposed Truck Route
Traffic Signals

NORTH BEND

COOS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 7 733

Scale in Feet

Revised October 1964

SHEET ARRANGEMENT

SHEET 1 OF 2 SHEETS

RECEIVED
MAR 1 1965
FOR FILING

FORM E-30X—30M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 1, 1965

6-1607
6-17

SUBJECT: Contract No. 6517
State Project

To: Mr. D.B. Parkes
Office Engineering

B U I L D I N G

Work was started on the North Bend traffic signal installation on the Oregon Coast and Cape Arago Highway in Coos County on February 22, 1965.

Ivan D. Merchant
Bridge Engineer

jm

cc: F.A. Query

NOTED
C. W. HEAD

Tom Edwards

RECEIVED
MAR 1 - 1965

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 27, 1965

SUBJECT: Request for Relocation of Traffic Signal
Cape Arago Highway-North Bend
Intersection of Virginia Street and McPherson

To: L. R. Chandler
Division Engineer
O F F I C E

Attached is a memo to file dated February 25, 1965 signed by Mr. R. L. Porter indicating telephone conversations with Mr. Roger Todd, Attorney representing Kaiser Hospital and Mr. Isadore, City Manager, North Bend concerning noise of trucks stopping at the signal currently being installed at the subject location.

On Friday, February 26, 1965 I attended a meeting with Mr. Isadore, Mr. Casey, City Engineer, Mr. Todd and Mr. Eugene Ash, Resident Engineer. It was indicated that the hospital's Board of Director's had been considering for some weeks the possible noise problem created by trucks stopping and starting at this traffic signal when completed. The Kaiser Hospital is located in the northeast quadrant of the subject intersection. On February 25, 1965 Mr. Isadore called a special City Council meeting to consider this problem. The Council's decision was to authorize Mr. Isadore to negotiate for further traffic studies by the Highway Department.

I first explained our reasons for selecting McPherson as the logical intersection for signalization. This included volume warrants, progression speed, its relationship to Union Avenue and its proximity to the crest vertical curve. Next I pointed out the disadvantages of signalizing the Meade Intersection in so much as it would be immediately west of a vertical curve, progression speed would be in the vicinity of 30 MPH, did not meet any volume warrants and Meade Avenue was one way north bound on the south approach.

Mr. Todd explained that the noise level created by trucks was already a problem and that they were convinced that the signal installation would materially heighten the noise level. I then suggested that a truck route bypassing the central business district as well as the hospital could be instigated utilizing Connecticut Avenue from US101 to Meade Avenue thence over Meade Avenue to Virginia Avenue. This truck route would be of benefit to the city and eliminate the controversy

3-3-65
Copy to Bathum ~
note 2nd paragraph.
Second Page
Edw.

NOTED
JOM EDWARDS

as to the traffic signal location. The McPherson signal would provide gaps at Meade Avenue and eliminate trucks from the school crossing location at McPherson Avenue.

The City and Mr. Todd agreed to this solution while [illegible]. Mr. Isadore asked if the State would consider financial help for possible overlay of the proposed truck route. I advised him that I would have to approve such a route, that we could do for the signaling of it, but would not assist in paying for an overlay. } Note

The group then traveled over the proposed truck route and Mr. Casey indicated that no overlay would be necessary from two to four years and the city then indicated they could program funds by this time for an overlay when necessary.

It was agreed that the city and the hospital [illegible] correspond with this office voicing their written approval of the above negotiations.

Mr. Ash roughly estimated $1,000 had been spent by the contractor on the subject signal installation. The contractor has been notified, at the citys request and concurrance by Mr. Ash, of the [illegible] signal installation. I indicated to Mr. Ash that the contractor be informed of these negotiations but that no further work should proceed until formal approval is obtained.

I attach two letters dated February 24, 1965 from Mr. Todd representing the hospital and Mr. Isadore representing the City of Hood River concurring with the solution as outlined above. It is, therefore, recommended that Trowbridge Electric be advised to proceed as planned with the signal contract and that a letter be forwarded from our Salem office approving the above mentioned truck route.

Glen L. Casey
Division Traffic Engineer

GLC:crd

Note
L.R.C.

cc: R. L. Porter
Tom Edwards
F. B. Crandall
Bob Bothman
George Baker
Eugene Ash

RECEIVED
[illegible] 1965
OREGON

FLAXEL, TODD & FLAXEL
ATTORNEYS AT LAW
880 CALIFORNIA STREET
POST OFFICE BOX 547
NORTH BEND, OREGON

BEN C. FLAXEL
ROGER B. TODD
BENTON FLAXEL

TELEPHONE
756-4157

February 26, 1965

Mr. Glen L. Clark
P. O. Box 1128
Roseburg, Oregon

Re: Signalization of McPherson and Virginia Streets,
North Bend

Dear Mr. Clark:

Reference is made to our discussion of Friday morning with Jack Isadore, City Administrator of North Bend, relative to the above.

I wish to advise that the Keizer Memorial Hospital Board is most agreeable to the proposed solution you suggested to the problem, namely, the installation of a truck arterial over Meade and Connecticut Streets. Actually, this would not only eliminate the additional problem that was anticipated, but will eliminate the existing problem.

Your cooperation in this matter has been sincerely appreciated. If there is anything that I, or the hospital can do to assist you in this matter, please feel free to contact me at any time.

Sincerely,

ROGER B. TODD

RBT:ts

CITY OF NORTH BEND
NORTH BEND, OREGON

OFFICE OF THE CITY ADMINISTRATOR

February 26, 1965

Mr. Glen L. Clark
Division Traffic Engineer
Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon

Dear Mr. Clark:

This will confirm our meeting of February 26, 1965 in regard to the proposed signalization of Virginia and McPherson Streets in the City of North Bend. The attorney for the hospital board, Mr. Roger Todd, you will recall, was present at this meeting as well as yourself, myself, Mr. Ash, and the City Engineer.

This letter is to indicate the City of North Bend's willingness to designate Connecticut and Meade Streets as a truck route if the plan is acceptable to the State Highway Department. I feel very strongly that this is the most logical solution to the problem and feel the City Council would be agreeable to the proposal, as under this plan the signalization at McPherson would remain as originally scheduled. I will be happy to submit this proposal for formal action to the City Council as soon as I receive the State Division of Highway's report.

If I can be of further service, please feel free to contact me.

Very truly yours,

John F. Isadore
City Administrator

JFI:d

cc: City Engineer

February 25, 1965

HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL:

Gentlemen:

As you are aware, Kaiser Hospital has great concern over the installation of the signalization of the intersection of Virginia and McPherson. At a Board meeting, Tuesday evening, they directed their attorney, Mr. Roger Todd, to use his best influences to study the matter further.

I have discussed the problem with Mr. Porter, Deputy State Highway Engineer in Salem, and he assures me the State will immediately send a traffic engineer to further study the possibility of relocating the proposed signal to the intersection of Virginia and Meade.

It is my recommendation that the Administrator be authorized to delay this installation at McPherson and Virginia until the additional studies can be completed. It is my understanding the Hospital Board is willing to bear any additional expenses incurred.

Respectfully submitted,

John F. Isadore
City Administrator

JFI:d

cc: Mr. Ernest Frye
Mr. Roger Todd

February [illegible], 1965

Honorable Mayor
and Common Council
City of North Bend
North Bend, Oregon

Dear Mr. Mayor and Council Members,

It has come to our attention (I was out of town when it appeared in the paper) that a 4-way stop and go light, according to our understanding, will be installed in the intersection of Virginia and McPherson.

We have always had a street noise problem for our hospital which has increased tremendously with the increase in later traffic. By the very nature of routing, which entails a grade at the approach to the hospital from both the East and the West, truck noise is especially a problem. Should this light become in use it would multiply the noise twofold. The necessitating of a complete stop would mean shifting gears much more often than they do at present.

My office happens to be just above this intersection. Often in a discussion with someone we must wait until a truck passes by before we can continue in order to be heard. This is bearable to one at work and a well person but think of the annoyance it is to our patients. Surely the welfare of the hospital patients is a community concern.

We earnestly recommend this be given further study.

May we suggest perhaps a man representing the state and your city manager, Mr. Isadore, and whomever else you wish that might help solve this, meet with one of our hospital board members and myself. If the meeting could take place here in the hospital we could better acquaint you with the problem as it exists and show how it would be multiplied.

Sincerely yours,

Ernest L. Fryc,
Administrator

ELF/vl

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MAR 3 - 1965
FOR FILING

FORM E-30X—50M—12-63 54677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
February 26, 1965

To:

MEMO TO FILE

SUBJECT: Signal Installation
Virginia (Cape Arago Hwy.) &
McPherson
North Bend

In accord with prior instructions, Glen Clark did this date contact Mr. Isadore, City Manager of North Bend, regarding the agitation to relocate the signal at an intersection other than Virginia and McPherson.

Based on contact made, we will proceed with the installation at Virginia and McPherson as per the original plan and agreement.

The agitation for shifting was generated from the hospital people who were fearful that truck noises would develop by reason of the signalization. It appears that this situation has been remedied through development of an alternate truck route.

F. B. Crandall
Traffic Engineer

FBC:mjc

cc: R. L. Porter
Tom Edwards

NOTED
JOM EDWARDS

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FEB 26 1965

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 25, 1965

SUBJECT:

To: Memo to File

On February 24, I was contacted by 'phone by Mr. Roger Todd, attorney at law in North Bend, who represents the Kaiser Hospital. Mr. Todd complained that the traffic signal which we are about to install at the intersection of Virginia Street (Cape Arago Highway) and McPherson Avenue will create intolerable noise problems for the hospital. This, I believe, is because they envision much starting and stopping of log trucks and other heavy vehicles. Mr. Todd requested that, if possible, the signal be moved to Meade Avenue which is one block westerly.

In examining the file, it is found that this installation is being made at the request of the City of North Bend and that we have an agreement with the City covering the installation at Virginia and McPherson. I so informed Mr. Todd and told him that if the City wished to request a change we would give it every consideration.

On this date, I received a telephone call from City Manager Isadore who stated that in his opinion the moving of the signal to Meade Avenue would not meet Commission warrants and asked that a traffic engineer be assigned to re-evaluate the problem. I contacted Mr. Crandall and asked him to dispatch a traffic engineer to North Bend as soon as possible (today, I hope) to review the matter and discuss the problem with Mr. Isadore.

Mr. Todd stated yesterday that if any additional costs were involved in moving from McPherson to the next street west, the Kaiser Hospital would be willing to cooperate.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Victor D. Wolfe
Mr. F. B. Crandall
Mr. L. R. Chandler

RECEIVED
FEB 26 1965

FOR FILING

FORM F 30X—50M—12-63 54677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
February 25, 1965

To: MEMO TO FILE

SUBJECT: Traffic Signal Installation
North Bend

Mr. Porter called this date regarding the signal installation now under contract under State-City agreement at the intersection of Virginia Avenue (Cape Arago Highway) and McPherson. There appears to be a question raised by city officials (or other local interests) as to whether or not the signal should be installed at Meade Avenue, which is one block west of McPherson, rather than at McPherson as is now under contract. Mr. Porter instructed that someone contact Mr. Isadore, City Manager, immediately and discuss the matter.

In line with Mr. Porter's directive, I did this date phone Glen Clark, Division Traffic Engineer, Roseburg, to proceed to contact Mr. Isadore to discuss any possible changes or shifting of signal locations. I told Glen that our attitude regarding any shifting of signal location should be discussed with the following points in mind:

1. To reiterate our thinking that over and above relative vehicular and pedestrian volumes at the two alternate intersections that the McPherson location was the better by reason of it being at the apex of a vertical curve providing good sight distance than would be the situation at Meade Avenue location in that this latter is over the brow of the vertical and sight distance would not be good.

2. That notwithstanding our thinking in the matter, that if it is the City's desire to shift location we will accede to such wishes with the understanding that the City (or someone other than the State) will stand 100% of any additional costs by reason of changing location.

3. Corollary to Item #2, if the City does decide to make a change in location, they make request in writing.

F. B. Crandall
Traffic Engineer

FBC:njc

cc: R. L. Porter
Tom Edwards
G. L. Clark

NOTED
TOM EDWARDS

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DEC 17 1964
PORTLAND

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6207
6511

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
December 16, 1964

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Trowbridge Electric Co.
721 S. E. Oak Ave.
Roseburg, Oregon

Gentlemen:

The State Highway Commission on December 15, 1964, awarded to you State Highway Contract No. 6517 for the following project:

North Bend Traffic Signals on Oregon Coast Highway at Connecticut Ave., and Cape Arago Highway at McPherson Ave. in Coos County.

This award was based on your low bid of $12,690.00 which was submitted to the Commission on December 8, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

fp

Form A-108-

OREGON STATE HIGHWAY DEPARTMENT

Project Authorization and Record of Work Orders

Section North Bend (Connecticut and McPherson Avenues)
Highway Oregon Coast and Cape Arago
County Coos
Kind of Work Traffic Signal Installation, Job No. 9393
Contractor Trowbridge Electric Company
721 S.E. Oak Avenue, Roseburg, Oregon
Specified Work Days Completion by April 30, 1965

Contract No. 6517 (Br)
F. A. Project No. State Project
Job Prefix 6-1609
Date of Award December 15, 1964
Division Engineer L.R. Chandler
Resident Engineer Eugene Ash

CONSTRUCTION AUTHORIZATION

Contract amount	$ 12,690.00
Additional anticipated items:	
NONE	$
	-0-
Subtotal	$ 12,690.00
Contingencies (4½%)	571.05
Construction Engineering (8%)	1,015.20
Subtotal	$ 14,276.25
Credit for maintenance rock	
Total original construction authorization	$ 14,276.25

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DEC 17
COUNTY CLERK

NOTED
R. H. FRANCIS

NOTED
V. R.

Authorization increases, approved by Commission:

	$
Total present construction authorization	$

RECORD OF WORK ORDERS

Date Order Received	Date of Order	Kind of Order	Number of Order	Net Amount	Date Distributed to Field	REMARKS

(Continued on reverse side)

State Printing

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FOR FILING

MISC. CONTRACTS and AGREEMENTS No. 2772

6517

Salem, Oregon
December 1, 1964

Agenda Item 4-j-1

2842

Mr. F. B. Crandall
Traffic Engineer
Office

Attention: Mr. L. E. George
Ass't. Traffic Engineer

Attached is a conformed copy of an agreement with the City of North Bend for installation of traffic signals at intersection of Sherman Avenue and Connecticut Avenue on Oregon Coast Highway and at intersection of Virginia Avenue and McPherson Avenue on Cape Arago Highway.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of North Bend.

Secretary

rm
Attach: 1

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NOV 12 1964
FOR FILING

November 10, 1964

Oregon State Highway Commission

Gentlemen:

At the request of the City of North Bend, we have made an investigation of the need for traffic signals in that city.

Investigation discloses that traffic signals are warranted at the intersection of Sherman Avenue and Connecticut Avenue on the Oregon Coast Highway and at the intersection of Virginia Avenue and McPherson Avenue on the Cape Arago Highway.

Your approval of the installation of traffic signals at the above intersections is recommended. The total cost of the project is $14,000, and the City has agreed to pay one-half the cost of the installation and to care for future maintenance and power consumption.

This matter will be on the agenda for the November 24 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
C. H. Maison
L. R. Chandler

VPJ:pk bbc

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FOR FILING
6/6/64
0217

Salem, Oregon
November 2, 1964

Mr. C. M. Maisen
Controller

Please find attached a check in the amount of $7,000 from the City of North Bend. This deposit is made to cover the City's portion of the cost of installation of traffic signals on the Sherman Avenue at Connecticut Avenue and Virginia Avenue at McPherson Avenue intersections in the city of North Bend.

The agreements, resolution, et cetera, are being forwarded to the Traffic Engineering Division for processing.

Tom Edwards
Assistant State Highway Engineer

TE:jw

Attachment (check)

cc Forrest Cooper
R. L. Porter
F. B. Crandall (ems.)

PACIFIC POWER & LIGHT COMPANY
342 ANDERSON
P. O. BOX 989
COOS BAY, OREGON

October 29,1964

Mr. John F. Isadore, City Administrator
City of North Bend
North Bend, Oregon

Dear Mr. Isadore:

This will acknowledge receipt of a letter dated October 22, 1964, from Robert Casey, North Bend City Engineer, directed to Lloyd Nunn, Pacific Power field estimator, requesting permission for cable attachments to Pacific poles.

Mr. Casey's letter indicates you need to attach supervisory cables in connection with the installation of traffic signals on Sherman Avenue at Connecticut, also Virginia Avenue at McPherson in North Bend.

Your attention is directed to Section 5, Ordinance No. 1008, granting a franchise to Mountain States Power Company, presently Pacific Power & Light Company, its successor. Section 5 referred to above is as follows:

> Section 5. The City shall have the free right and privilege to string and maintain wires for its municipal police and fire alarm systems upon the poles and other facilities erected and maintained by the Grantee hereunder. The City shall string, maintain and operate such wires at its own expense, risk and responsibility, and in accordance with all legal requirements and good engineering practice, and in such manner as not to impose any additional expense upon the Grantee, or interfere with the safe and convenient use by the Grantee of its said poles and facilities. Any such wires of the City shall be subject to interference by the Grantee only when necessary in the maintenance, operation or repair of the Grantee's own fixtures, wires and appurtenances.

The above section appears to grant to the City of North Bend the right and privilege to attach the necessary cables to Pacific Power's utility poles and this letter should constitute the necessary written permission requested.

Yours very truly,

A. J. Moore
District Manager

AJM:aa
cc: Robert Casey, North Bend City Engineer

2642

RESOLUTION NO. 1026

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF NORTH BEND AS FOLLOWS:

1. That the Mayor and Recorder are hereby authorized to execute an agreement with the State of Oregon, by and through its State Highway Commission, for the installation of traffic signals on Sherman Avenue, which is also State Primary Highway No. 9, at its intersection with Connecticut Avenue, and on Virginia Avenue, which is also State Secondary Highway No. 240, at its intersection with McPherson Avenue.

2. That there is hereby appropriated from the Contingency Fund of the City of North Bend and authorized to be deposited with the State Highway Commission the sum of $7,000.00 as the estimated share of the City of North Bend in the cost of installing traffic signals under the terms of the agreement referred to in this Resolution.

Passed and adopted by the Council of the City of North Bend this 13th day of October, 1964.

Roger I. Duncan
Mayor

ATTEST:

Christel Rust
Recorder

STATE OF OREGON)
) SS.
COUNTY OF COOS)

I, CHRISTEL RUST, the duly appointed, qualified and acting Recorder of the City of North Bend, do hereby certify that I have compared the foregoing copy of Resolution with the original thereof, and that it is a true and correct copy of such original and the whole thereof, as duly passed and enacted by the Council of the City of North Bend.

Christel Rust
Recorder of the City of North Bend

RESOLUTION NO. 1026

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF NORTH BEND AS FOLLOWS:

1. That the Mayor and Recorder are hereby authorized to execute an agreement with the State of Oregon, by and through its State Highway Commission, for the installation of traffic signals on Sherman Avenue, which is also State Primary Highway No. 9, at its intersection with Connecticut Avenue, and on Virginia Avenue, which is also State Secondary Highway No. 240, at its intersection with McPherson Avenue.

2. That there is hereby appropriated from the Contingency Fund of the City of North Bend and authorized to be deposited with the State Highway Commission the sum of $7,000.00 as the estimated share of the City of North Bend in the cost of installing traffic signals under the terms of the agreement referred to in this Resolution.

Passed and adopted by the Council of the City of North Bend this 13th day of October, 1964.

Roger V. Duncan
Mayor

ATTEST:

Christel Rust
Recorder

STATE OF OREGON)
) SS.
COUNTY OF COOS)

I, CHRISTEL RUST, the duly appointed, qualified and acting Recorder of the City of North Bend, do hereby certify that I have compared the foregoing copy of Resolution with the original thereof, and that it is a true and correct copy of such original and the whole thereof, as duly passed and enacted by the Council of the City of North Bend.

2-17

Christel Rust
Recorder of the City of North Bend

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FOR FILING

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August 24, 1964

Mr. John F. Isadore
City Administrator
City Hall
North Bend, Oregon

Dear Mr. Isadore:

This will acknowledge your letter of August 7 to Mr. L. R. Chandler, Division Engineer, stating that the City of North Bend wishes to cooperate with the State Highway Department in the installation of traffic signals at the intersection of the Cape Arago Highway with McPherson Street and the intersection of the Oregon Coast Highway and Connecticut Avenue.

We will proceed with the preparation of plans and the State-City agreement covering this installation. The agreement will be forwarded to you in the near future.

We wish to thank you for your cooperation in this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

on decorative lighting
jw

cc Forrest Cooper
R. L. Porter
F. E. Crandall
L. R. Chandler

VPJ:pk jv

CITY OF NORTH BEND
NORTH BEND, OREGON

August 7, 1964

Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon

Attention: L. R. Chandler, Division Engineer

Dear Mr. Chandler:

On May 21, 1964 I wrote to your office requesting certain engineering studies of traffic conditions within the corporate limits of the City of North Bend. Your office very kindly furnished us the services of Mr. Glen Clark, Division Traffic Engineer. Mr. Clark met with members of the City Council and local merchants on Tuesday, July 21, 1964 and explained in detail his flow studies and conclusions.

The City Council met July 28, 1964 and voted in favor of participating with the state in the installation of two traffic signals; one at the intersection of McPherson and the Cape Arago Highway, and the second at the intersection of Connecticut and US101. The Council feels that these installations will have an immediate effect on alleviating critical traffic conditions within our City limits.

May I request information as to possible installation date at these intersections. Upon your billing, the City of North Bend will reimburse you for fifty per cent of the cost of these signalizations.

Your earliest attention to this request will be appreciated. If I can be of further assistance, please feel free to contact me.

Very truly yours,

John F. Isadore

John F. Isadore
City Administrator

JFI:d
cc: City Engineer

FORM E-90 SOM 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 29, 1964

Bring up when data from Weyerhaeuser or City Council in. C.

SUBJECT: Report of Attendance of City Council Meeting North Bend

To: L. R. Chandler
Division Engineer
O ff ic e

Attached is the Division office copy of report of traffic conditions in North Bend on the Oregon Coast and Cape Arago Highways. As requested by Mr. Isadore, City Manager, North Bend, I presented the details of this report to the City Council, Tuesday, July 21, 1964. Such a meeting had been suggested by the downtown merchants association of North Bend who also in attendance at this meeting. A telephone call was made to the Pony Village group inviting their attendance by the City Manager. I would estimate 35 people attended this meeting.

I telephoned Val Johnson, Traffic Control Engineer on Monday, July 20, 1964 to determine if approval of the attached report had been made. I determined that in addition to the traffic signal recommended in the report at McPherson and Virginia Street that I could also indicate our financial cooperation in the Connecticut Street and Sherman Avenue signal.

Mr. Johnson indicated that no change in our policy has occured since the October 1962 report regarding construction of one-way couplets. The previous thought was that Sherman was not over capacity at present and that any US101 couplet would be relatively costly due to the adverse grade of any connection back to Sherman Street.

I explained in considerable detail at this meeting the four intersections investigated. As expected I had to again justify left turn prohibitions at Virginia Street and Sherman Avenue and point out the difficulty of a three phase signal at this intersection. There was no immediate reaction from the City Council. Mr. Isadore indicated that he would summarize the results of the meeting for the council's consideration at their next regular meeting. He indicated he would send a copy of his summary to me.

A new situation was brought up at this meeting by the Weyerhaeuser Company. I was told by the City Manager that there was some correspondence in the mail on the subject of a traffic signal at the intersection of US101 at Lewis Street. The Weyerhaeuser Company representatives indicated that they

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AUG 11 1964
TRAFFIC ENGINEERING

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TRAFFIC CONTROL
ENGR.

To Traffic Attn Val Johnson
This is Copy of Clarke letter to me and is latest on the subject. Latest back of it is Clarke's letter of 7/8/64
LRC.

had made such a request at the time the new hard board plant was built had not received any answer. I stated that I had received such a request from Mr. Angust Crawford, City Manager and that it was the thought that the parking lot east of the highway adjacent to the plant could not be enlarged and therefore it was doubtful that the traffic signals would become necessary. I also indicated that I had requested the City to obtain additional information as to the Weyerhaeuser Company's plan to develope parking facilities on the westerly side of US101 prior to reaching a decision. I indicated at that time that the situation could develope into a pedestrian problem rather than a vehicular problem. I further stated that no further information was forthcoming and the matter was dropped. The Weyerhaeuser Company officials indicated that they had now doubled the capacity of the new plant and would send me all available information they now have in summarizing their request.

In this regard the Chief of Police indicated that in the area of the Weyerhaeuser plant curb parking had increased and that a fatal accident involving this parking had recently occured. He requested information regarding parking prohibition. He indicated that Weyerhaeuser Company had no objections to such parking prohibition. I indicated that if the City Council would pass a parking prohibition ordinance that we would post and place appropriate curb markings.

A small group after the formal meeting, asked that I consider the Sheridan-Sherman one-way couplet using a connection at California with two 90° turns. I indicated to this group that the possibility would require further study if the City Council should request such an alternative. I also indicated that a signal would then have to be placed at the intersection of Virginia Street and Sheridan Avenue and possible at the connection point at California and Sherman Avenue.

In summary, the City Council is considering the recommendations and I would expect further correspondence in the near future.

Glen L. Clark
Division Traffic Engineer

APPROVED
BY
L. R. CHANDLER
DATE 8/6/64

GLC:lf
cc: F. B. Crandall
George C. Baker

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JUL 17 1964
FORM B-30 REV 8-62 42900

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 13, 1964

SUBJECT:

To:
Tom Edwards
Assistant State Highway Engineer
B U I L D I N G

I am attaching a report made by Glen Clark and comments made by Val Johnson concerning the possible signalization of two intersections in North Bend. More briefly both Glen's report and Val's comments state that the Standard Sign Warrants are not fulfilled but that certain advantages for a smooth flow of traffic could be obtained with the installation of two traffic signals. The details concerning the new recommendations are contained both in the report and in Val's comments.

L. E. George
Assistant Traffic Engineer

LEG:aa
Attachments

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JUL 17 1964
TRAFFIC ENGINEERING

Approved
H V
B P Stathe

OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—30M—12-63 54677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
July 13, 1964

SUBJECT: Traffic Signal Study
State Highways
North Bend

To:

L. E. George
Ass't. Traffic Engineer
O F F I C E

There is attached a report from Division III on a traffic signal study conducted on the Oregon Coast and Cape Arago Highways in the city of North Bend. This is a part of a two pronged assignment brought about by a letter from Senator R. F. Chapman, Coos Bay. The second portion of the study has to do with the City of Coos Bay and Clark tells me that the report will be in the first of the week.

In regard to the North Bend report, the ground is all familiar. Quite a few signal investigations have been made at the intersections of Virginia Avenue with McPherson and Union Streets and at the intersection of Sherman Avenue and California Avenue. Again, the data show that there is little if any warrant for the installation of signals other than that of preventable accidents at the Union Avenue intersection.

The maximum pedestrian volume across the highway occurs at Union Avenue with 287 pedestrians. The maximum cross street vehicular volume occurs at California Avenue with 2,900 vehicles. Of these, 1,275 or almost 50% made a right turn movement.

Reaching a decision as to which if any intersections should be signalized is extremely hard. I would go along with Clark's recommendations for signalization of the McPherson Avenue intersection because of its possibility of being used as a scho l crossing in lieu of the existing school crossing at Meade Avenue and because as is mentioned by Clark, it would provide a certain aid for the left-turn movement for west to north at the Union Avenue intersection. This latter movement is quite heavy.

In addition to Clark's recommendations, in regard to McPherson Avenue, I would recommend that the intersection of Sherman and Connecticut Avenues be signalized. This would give a semblance of lineal control on Sherman Avenue and would provide a certain aid to those vehicles making the movement from Virginia Avenue on the west to northbound on Sherman Avenue. You will recall that at the present time all left turns are prohibited at the intersection of Sherman and Virginia. It is believed that this is the cause of the relatively heavy left turns at the intersections of California and Connecticut with Sherman.

You will note that in his letter Clark mentions a July 21 date with the City Council and the local merchants, and states that he has been informed that in addition to the matter of traffic signals, the agenda contains an item in regard to the establishment of a couplet on US101. There has been such a study made in a rather rudimentary fashion. Both Union and Sheridan Avenue have been considered as the second street for the couplet to operate along with Sherman. The Union Avenue line presents fewer problems in regard to construction, but is not too good traffic-wise in regard to connections. Sheridan Avenue on the south makes a very good connection. However, on the north there is considerable difference in elevation between Sheridan and Sherman and it would be necessary to construct a diagonal connection which would either have to be of considerable length or else have a rather steep grade.

The one-way couplet is the ultimate answer to the various problems along US101, particularly to the lack of circulation caused by the prohibition of all left turns at the intersection of Sherman and Virginia. The cost of such a couplet would undoubtedly be quite high.

Val Johnson
Traffic Control Engineer

VPJ:pk
Attachment

F. B. Crandall
tbl

FORM E-30X—50M—12-63 54677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

.....Roseburg, Oregon.....
.....July 6, 1964.....

To: ..r. Chandler
Division Engineer
C P I C I

SUBJECT: Traffic Conditions
Oregon Coast & Cape Arago
Highways
North Bend

Herein is a letter dated May 25, 1964 directed to the ..r. C..., State Director, Coos Bay, Oregon, indicating ... other things that if the City of North Bend requests a traffic signal investigati... at the intersection of Virginia Street and Sherman Avenue, we will proceed with such investigation. Also attached is letter dated June 21, 1964 from ..r. John F. ... , City Administrator, North ..., requesting certain traffic engineering studies and a meeting with the city council and local merchants to discuss these problems.

I have contacted Mr. ... and indicated that I would ... with the city council and local merchants on Monday, July 27, 1964. At this time I determined that he was interested in the possible signalization of the intersections of California Avenue and Virginia Street, Union Avenue and Virginia Street, California Street and Sherman Avenue, and Connecticut Street and Sherman Avenue. He intimated that the establishment of a complete control would be an agenda item for this meeting.

Attached for your consideration is a file outlining ... would with the city council, Thursday, October 9, 1962 covering ... the subjects in the current request. At this 1962 meeting it was indicated to the city council that ...ol is carrying somewhere near 10,000 vehicles per day and was operating below practical capacity. It was further indicated that the use of Sheridan Avenue for the northbound portion of a Sherman - Sheridan couplet would have adverse ... at the north end. It was also indicated that Union Avenue would be less desirable from a construction standpoint than the use of Sheridan. The guide lines at that time from Salem was that there were no monies available for such construction at that time. Some preliminary cost estimates have been made, but I do not have them available at this office.

RECEIVED
JUL 10 1964
TRAFFIC ENGINEERING

Intersection of Virginia Street and Fifth Street

A 16 hour manual turning movement count was taken on Tuesday, June 23, 1964 between the hours of 7 a.m. to 11 p.m. and 11 a.m. to 7 p.m. on Wednesday, June 24, 1964. A total of 2,752 vehicles entered this intersection. 10,910 or 99% were taken from the count sheet on the type device. 10,910 or 99% were taken from the count sheet on the type device. 10,910 or 99% were taken from the count sheet on the type device

Intersection of Connecticut Street and [illegible] (US 101):

A 16 hour manual turning movement count taken on June 17 and 18, 1964, revealed that 11,190 vehicles entered the intersection. 10,546 or 94% entered from the north and south on US 101. 1,09% or 9% entered from the east on Connecticut Street. The east movements east to west and west to east were 31 and 53 vehicles, respectively. The bulk of the traffic entering on California Street entered from the west. Of this traffic of 391 vehicles, 44% made the right turn west to north. 36% made the left turn west to north.

The warrant comparison data [illegible] the number of vehicles for signalization met.

[illegible] period from [illegible] to April 30, 1964 there were [illegible] reported to the Police Department. There were no [illegible] or persons injured. Most [illegible] moving, [illegible] movements [illegible] type accidents.

[illegible] of [illegible] traffic signal needed

[illegible] intersection of Union Avenue and Virginia Street is [illegible] [illegible] mph speed [illegible] Virginia Street [illegible] to provide [illegible] such cycle.

[illegible] of possible progression on Virginia Street indicates that a signal installed at Matheson would allow a progression of 11.3 mph between Matheson Avenue and Sherman Avenue. [illegible] progression speed of 7.6 mph could be obtained between Union Avenue and Sherman Avenue.

Sherman Avenue a progression speed of 27 mph could be developed between Connecticut and Virginia Streets. A 15 mph progression speed would be possible between California and Virginia Streets.

[illegible]:

From an isolated intersectional analysis the Union Avenue and Virginia Street intersection and the California Street and Sherman Avenue intersections meet minimum requirements for signalization, however, these two intersections being one block from an existing signalized intersection makes a suitable progression speed for one-way traffic unobtainable. The heavy left turn movement, west to north at the Union Avenue intersection would be considerable more difficult if this intersection were to be signalized. Connecticut Avenue and US101 would provide a suitable progression speed, but there is little warrant for a traffic signal at this location.

L. A. Chandler
Division Engineer

July 8, 1964

From a queue standpoint a traffic signal at Lemmon Avenue and Virginia Court would be warranted. The 19.3 MPH progression speed in the eastbound (northbound) traffic on Virginia Court would [illegible] during the PM eastbound (westbound) traffic. [illegible] with Lemmon Avenue [illegible] multiplied by the fact that [illegible] Lemmon Avenue (southbound) would tend to travel [illegible] progression speed. An additional possible asset for a [illegible] at this intersection would be the fact that [illegible] at Lemmon Avenue since it currently a school crossing. [illegible] to the availability of [illegible] this school crossing to [illegible] Avenue and eliminate the unsignalized school crossing at [illegible] Avenue.

In my opinion, [illegible] a permit be issued to install [illegible] at the intersection of Virginia Court and Lemmon Avenue [illegible] Dodge Highway and the City of Lemon [illegible] [illegible] be made to the City, to be [illegible] [illegible] City. The City would [illegible] maintenance [illegible] per our standard agreement.

ORIGINAL SIGNED BY GLEN L. CLARK
DIVISION TRAFFIC ENGINEER

[illegible] L. Clark
Division [illegible] Engineer

G.L.C:rd

cc: [illegible] L. Crandall
Bob Bothman
[illegible] Miker

APPROVED for attached
L. A. Chandler
DATE 7-10-64

RECEIVED
JUN 16 1964
FOR FILING

June 15, 1964

The Honorable R. F. Chapman
State Senator
Post Office Box 242
Coos Bay, Oregon

Dear Senator Chapman:

This will acknowledge your letter of recent date plus discussions had in my office in regard to signalization of certain intersections in North Bend. Specific intersections discussed as possibilities for signalization were California Avenue and Sherman Avenue (03101), Connecticut Avenue and Sherman Avenue (03101), McPherson Avenue and Virginia Avenue (Cape Arago Highway), and Union Avenue and Virginia Avenue (Cape Arago Highway).

Our Roseburg Division Traffic Engineer has already made an appointment to discuss this matter of signalization with Mr. Isadore and in the interim, is arranging to obtain up-to-date traffic counts at the intersections of concern. We will advise the City to the best of our ability regarding our thinking on which intersection or intersections it would be advisable to signalize. However, in any final decision, we will defer to the wishes of the City.

Concerning the financing of signals on State highway routes within cities, it is the standard policy of the Commission to make such installations on a cooperative basis wherein the City and State share equally in the capital installation costs, with the City committed to care for maintenance and power consumption costs. Based on our more recent contract prices, the estimated cost for intersection signalization is $6,500.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

cc: J. F. Isadore
Forrest Cooper
R. L. Porter
Tom Edwards
F. B. Crandall
R. B. Sipprell

L. R. Chandler - Based on phone conversation with Glen Clark, you are proceeding with the traffic counts on subject intersections. Please expedite report.

FBC:pk bbc

FORM E-30X—50M—12-63 84677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
June 11, 1964

SUBJECT: Senator Chapman's letter
Re: Signals in North Bend and Coos Bay

To: Tom Edwards
Assistant Highway Engineer
BUILDING

On the above, as you are aware, the Senator was in Mr. Stephenson's office and I was present in this first-hand discussion of the subject.

We have Senator Chapman squared away on this matter of signals in close proximity progression one-way versus two-way streets, etc.

In making formal letter acknowledgement to Senator Chapman, he requested that we break this up into two letters, one covering North Bend and a separate acknowledgement covering the Coos Bay. In line with this request I have prepared to attach hereto two suggested drafts, one covering the North Bend and one covering the Coos Bay.

He further requested that we get these letters of acknowledgement off to him at the earliest possible date and Mr. Stephenson committed that we would have them in the mail this week.

In line with your instructions I have contacted both Isadore and Barham by phone and in both instances they indicated that they were "happy" with the manner in which we were proceeding and as per our indication to Senator Chapman. In my conversation with them I did stress that our approach to these matters was to case them, give them our best recommendation, but that in the final analysis we would defer to the desire of the City in regard to the particular intersections to be signalized.

I have also talked to Glen Clark by phone and cued him in stressing emergency.

F. B. Crandall
Traffic Engineer

FBC:lpf

FORM S-125 25M REVISED 8-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. Mc IVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

NOTED
T. C. Ayers

NOTED
V. R. JONES

RECEIVED
OCT 16 1956
ENGINEER
CONSTRUCTION OPERATIONS

F. C. [illegible]
J. F. HARRINGTON

October 15, 1956

Mr. R. J. Herrington
City Administrator
North Bend, Oregon

Dear Mr. Herrington:

Confirming our recent exchange of letters and, for the record, Mr. Val Johnson's meeting on Wednesday, October 3, with you, the Mayor, and members of the City Council, I think it advisable to set down the following comments:

I understand that the results of our investigation of warrants for the installation of a traffic signal at the intersection of California Avenue and Sherman Avenue were discussed with you gentlemen: At the same time, a review was made of the standard warrants for signalization of urban intersections as established by the American Association of State Highway Officials and the Institute of Traffic Engineers. You were also advised that the greatest deterrent to the installation of a traffic signal at the California Avenue intersection was its close proximity to Virginia Avenue which would result in a progressive speed of 13 miles per hour between the two intersections, or, if they were operated on simultaneous timing, the consequent increase in speed that would result therefrom was explained.

I understand that Mr. Johnson also pointed out that from the point of over-all traffic control more good could possibly be accomplished by signalization of the Connecticut Avenue intersection which is one block north of California Avenue and two blocks removed from Virginia Avenue. Such an arrangement would allow for better progression on Sherman Avenue.

In view of the fact that conditions at the California Avenue intersection with Sherman Avenue are not sufficiently serious at the present time to warrant signalization, it is understood that you gentlemen will endeavor to use police-officer control in coordination with the Virginia Avenue signal during the short evening peak when the local mills go off shift. At such time as your traffic problem continues to build and becomes sufficiently serious, we would be pleased to reinvestigate conditions looking to possible signalization of either California or Connecticut Avenue.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. F. B. Crandall
Mr. Frank Morgan
Mr. John Cattrall

FORM E-122 50M REVISED 2-52

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT

SALEM

February 17, 1956

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
FEB 20 1956
ENGINEER
CO

Mr. R. J. Herrington
City Manager
North Bend, Oregon

Dear Sir:

On this date, Mr. V. P. Johnson of this office quoted to you certain traffic volumes on Sherman Avenue and Virginia Avenue in the City of North Bend. These volumes are as tabulated below:

Intersection	Date of Count	Leg Volumes East	Leg Volumes West
Virginia and McPherson	February 1, 1956	8,655	8,589
Virginia and Meade	February 2, 1956	8,542	8,960
Sherman and California	January 31, 1956	7,265 1/	8,054 2/

1/ North Leg
2/ South Leg

Traffic signal investigations are being conducted at these three intersections and a report will be submitted to the State Highway Commission in the near future.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

By F. B. Crandall
F. B. Crandall
Traffic Engineer

cc: Mr. J. W. Cattrall

ASSISTED
J. F. HILLEMANN

1-5-41 Lear Euler-Comp. r. less 1 c.
1 ee., ree. rev. Cmpl.,
b518 ver., 1 sim. [redacted]

1-5-21 Ivar Kulsbrandsen r. Asse 1 U.
1 ..., ... Amt.,
4518 ..., Sim. [redacted]

Monthly transaction number 5-70	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 17	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 5/1/-60	County Douglas
Modification number 3		Project number I-5-2(41)91

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 14, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,329,512	$ 4,347,855
Federal funds	$ 3,983,000.00	$ 4,000,000.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to cover additional work by Pacific N. W. Bell authorized 12-8-66.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 14 day of May, 19 68.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)
R. E. Simpson, Division Engineer

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-5-2(41)91

BEAR GULCH-CANYON CREEK PASS SECTION OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

Revised estimate as a basis for modification of project agreement.

Salem, Oregon, May 1, 1968

Type Code 6201
Roadway (Sta. 245+00 to Sta. 441+00)(Contract No. 6518)

Previous subtotal on estimate of August 18, 1966		$4,008,383.50
Previous Estimate		
Pacific N.W. Bell Telephone Co.	All Required	303,238.00
Revised Estimate		
Pacific N.W. Bell Telephone Co.	All Required	321,060.00
	Net Increase	17,822.00
	Subtotal	$4,026,205.50
	10% Engr. & Cont.	321,649.50
	Total	$4,347,855.00

Length of Roadway - - - - - - - - 3.661 Miles
Cost of Roadway Per Mile- - - - $1,187,614.03

Federal Funds -	$4,000,000.00
State Funds -	347,855.00
Total	$4,347,855.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

BEAR GULCH-CANYON CR. PASS SECTION

PROJECT NO. I-5-2(4)91

Additional work by Pacific N.W. Bell (Authorized 12-8-66)

Labor	$ 2,003
Overhead	909
Material	5,322
Salvage Material	(500)
Equipment (Company Owned)	288
Contract Labor	9,800
	$17,822

Previous Estimates	$303,238
Additional Work	17,822
Total State Share	$321,060

STATE COPY

Monthly transaction number: 9-22	FC PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate: Oregon
Project report number: 12	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	County: Douglas
Modification number: XX 2		Project number: I-5-2(41)91

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 14, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,532,418	$ 4,329,512
Federal funds	$ 3,258,000.00	$ 3,983,000.00
Other revisions		

This modification is made for the following reasons:

To include increase in costs of utility relocation and extra work orders due to slide correction, flood damage, etc.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 1st day of September, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Laboe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XXX A. W. Parsons
(Division Engineer)

By L. R. Backlund

L. R. Backlund, Administrative Manager

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-5-2(41)91

BEAR GULCH-CANYON CREEK PASS SECTION OF THE

PACIFIC HWY. IN DOUGLAS COUNTY

(Revised estimate as a basis for modification of project agreement.)

Salem, Oregon, August 18, 1966

Type Code 6201
Roadway (Sta. 245+00 to Sta. 441+00)(Contract No. 6518)

Previous sub-total on estimate of May 26, 1965				$3,211,289.50
Previous estimate				
Pacific Northwest Bell Telephone Co.	All Required			169,489.00
				$ 169,489.00
Revised estimate				
Pacific N.W. Bell Telephone Co.	All Required			303,238.00
EWO #2 Slide Correction	All Required			5,865.00
EWO #3 Extra Slide Clearing	All Required			132,000.00
EWO #4 Furnish & Place Riprap Material	All Required			200,000.00
EWO #5 Repair Flood Damage	All Required			63,250.00
PA #1 General Excavation	40,000	cu.yds.	1.10	44,000.00
PA #2 General Excavation	40,000	cu.yds.	1.10	44,000.00
PA #2 Overhaul	8,000	C-yd.sta.	.40	3,200.00
PA #6 Furnish & Place Pneumatically Applied Mortar	2,900	cu.yds.	43.50	126,150.00
PA #6 Furnish & Place Wire Mesh Reinforcement	187,000	lbs.	0.24	44,880.00
				$ 966,583.00
			Net Increase	$ 797,094.00
			Subtotal	$4,008,383.50
			Engr. & Cont.	321,128.50
			Total	$4,329,512.00

Length of Roadway- - - - - - - - - - - - 3.661 miles
Cost of Roadway per Mile - - - - - - - - $ 1,182,603.66

Federal Funds	$3,983,000.00
State Funds	346,512.00
	$4,329,512.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
State Funds for Maint.: Chap. 529, Laws 1939

Bear Gulch-Canyon Cr. Pass Section

Project No. I-5-2(41)91

Additional Work by Pacific N.W. Bell Telephone Co.

CWO #1 Additional work Sta. 414-420

Labor	$ 2,543
Insurance	18
Material	2,611
Equipment (Co. owned)	258
Salvage of Material	(1,745)
Contract Costs	9,390
	$ 13,075

CWO #2 Revised additional work Sta. 286-293

Labor	$ 3,014
Insurance	21
Material	4,195
Equipment (Co. owned)	286
Salvage of Material	(1,638)
Contract Costs	12,690
	$ 18,568

CWO #3 Additional work Sta. 265-276

Labor	$ 2,802
Insurance	19
Material	4,518
Equipment (Co. owned)	288
Contract Costs	8,875
	$ 16,502

CWO #4 Additional work Sta. 193-201

Labor	$ 2,461
Insurance	17
Material	3,927
Equipment (Co. owned)	249
Contract Costs	9,250
	$ 15,904

CWO #5 Additional work Sta. 102-114

Labor	$ 2,870
Insurance	20
Material	6,007
Equipment (Co. owned)	295
Contract Costs	13,121
	$ 22,313

CWO #6 Additional work Sta. 114-121 Unit 'A'

Labor	$ 3,375
Insurance	24
Material	4,305
Equipment (Co. owned)	338
Contract Cost	7,000
	$ 15,042

CWO #8 Additional work Sta. 419-446 Unit 'C'

Labor	$ 2,660
Insurance	19
Material	9,879
Equipment (Co. owned)	263
Salvage of Material	(676)
Contract Cost	20,200
	$ 32,345

Previous	$169,489
Additional Work	133,749
Total State Share	$303,238

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RECEIVED
JUN 26 1965

Monthly transaction number

Project report number
FOR FILING
I-5-2 (41) 91

FC PR-2A (5-[illegible])

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

6-11-65

State: Oregon

County: Douglas

Project number: I-5-2(41)91

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 14, 1965,

1518

is hereby modified as follows:

Revised estimated total cost of project $ 3,532,418.00

Revised Federal funds $ 3,258,000.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 11 day of June, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: [signature]
T. Dec, Engineering Coordinator

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal-Aid
Project No. I-5-2(41)91

BEAR GULCH-CANYON CREEK PASS SECTION OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices and the inclusion of the Pacific N.W. Bell estimate.)

Salem, Oregon, May 26, 1965

Type Code 6201
Roadway (Sta. 245+00 to Sta. 441+00)(Contract No. 6518)

Clearing and Grubbing	All Required		$ 90,000.00
Ditch Excavation, Unclassified	770 cu.yd.	$ 3.00	2,310.00
General Excavation, Unclassified	1,510,000 cu.yd.	1.10	1,661,000.00
Overhaul	132,400 C-yd.sta.	0.40	52,960.00
Extra for Selected Subgrade Material	75,400 cu.yd.	0.15	11,310.00
Extra for Rock Slope Protection Material	62,000 cu.yd.	1.05	65,100.00
Finishing Roadbed and Slopes	3.50 mile	7,000.00	24,500.00
Rounding Cutbanks	10,000 lin.ft.	0.20	2,000.00
Trench Excavation	8,300 cu.yd.	5.00	41,500.00
Special Backfill in Drains	1,050 cu.yd.	8.00	8,400.00
Watering	2,280 M-gal.	3.00	6,840.00
Obliteration of Roadbed	8 station	50.00	400.00
Preparation of Old Roadbed	All Required		2,500.00
3/4" - 0 Material in Leveling Course	12,000 ton	2.20	26,400.00
3/4" - 0 Aggregate in Prime Coat	880 cu.yd.	5.00	4,400.00
RC-250 Asphalt in Prime Coat	130 ton	65.00	8,450.00
Plant-Mix Stone Base	151,400 ton	2.00	302,800.00
Bituminous Base Mixture	20,700 ton	4.30	89,010.00
Asphalt in Bituminous Base Mixture	940 ton	36.70	34,498.00
Class "B" Asphalt Concrete Mixture	32,500 ton	4.10	133,250.00
Asphalt Cement in Mixture	1,710 ton	36.70	62,757.00
Detour Wearing Surface	10,700 sq.yd.	0.60	6,420.00
Concrete Invert Lining	1,220 sq.yd.	7.50	9,150.00
Drainage Structure, Sta. "0" 222+27	All Required		10,000.00
Class "A" Concrete	260 cu.yd.	70.00	18,200.00

Metal Reinforcement	46,000 lb.	$ 0.15	$ 6,900.00
Drift Rock	All Required		2,500.00
Trash Grate	All Required		500.00
10'-8" x 6'-11" Structural Plate Pipe Arch, 10 Gage	390 lin.ft.	66.00	25,740.00
15'-4" x 9'-3" Structural Plate Pipe Arch, 7 Gage	360 lin.ft.	100.00	36,000.00
15-inch Culvert Pipe	1,660 lin.ft.	3.85	6,391.00
18-inch Culvert Pipe	2,050 lin.ft.	4.80	9,840.00
24-inch Culvert Pipe	400 lin.ft.	6.65	2,660.00
30-inch Culvert Pipe	280 lin.ft.	8.75	2,450.00
48-inch Culvert Pipe	350 lin.ft.	17.50	6,125.00
54-inch Culvert Pipe	210 lin.ft.	24.00	5,040.00
6-inch Drain Pipe	1,010 lin.ft.	2.25	2,272.50
12-inch Drain Pipe	420 lin.ft.	3.30	1,386.00
18-inch Drain Pipe	4,100 lin.ft.	4.10	16,810.00
15-inch Culvert End Sections	12 only	31.00	372.00
18-inch Culvert End Sections	5 only	35.00	175.00
24-inch Culvert End Sections	1 only	59.00	59.00
30-inch Culvert End Sections	2 only	80.00	160.00
48-inch Culvert End Sections	5 only	222.00	1,110.00
Concrete Inlets, Type G-2M	30 only	200.00	6,000.00
Guide Posts, W-1	200 only	7.00	1,400.00
Guard Rail	41,300 lin.ft.	2.35	97,055.00
Median Barrier	6,200 lin.ft.	4.20	26,040.00
Type 2 Barricade	1,600 lin.ft.	4.20	6,720.00
Rail End Pieces	70 only	5.40	378.00
Guard Rail Blocks	4,400 only	2.10	9,240.00
Salvage Guard Rail	3,700 lin.ft.	0.55	2,035.00
Salvage Type 2 Barricade	1,700 lin.ft.	0.55	935.00
Guard Rail-Salvaged Guard Rail	2,700 lin.ft.	1.55	4,185.00
Guard Rail-Salvaged Type 2 Barricade	1,200 lin.ft.	1.60	1,920.00
Type 2 Barricade-Salvaged Type 2 Barricade	550 lin.ft.	1.50	825.00
Type 2 Fence	2,500 rod	15.00	37,500.00
16' Type 2 Single Gates	4 only	200.00	800.00
Roadside Seeding	76 acre	106.00	8,056.00
Roadside Mulching	50 acre	174.00	8,700.00
Grass Seed, Creeping Red Fescue	840 lb.	1.50	1,260.00
Grass Seed, Chewing Fescue	610 lb.	1.75	1,067.50
Grass Seed, Perennial Ryegrass	230 lb.	1.10	253.00
Grass Seed, Newport Bluegrass	380 lb.	1.05	399.00
Dutch White Clover	230 lb.	1.15	264.50
Inorganic Fertilizer, 10-16-8	310 cwt.	6.85	2,123.50
Removal of Existing Sign Installations	All Required		52.00
Painted Wood Sign Posts	All Required		840.00
Type "C" and "D" Signs in Place	378 sq.ft.	4.25	1,606.50
			$3,020,300.50

Flagging (57 % of Contractor's Cost)	All Required	$ 20,000.00
Moving Rest Area Facilities and Markers	All Required	1,500.00
		$ 21,500.00
Utilities		
Pacific Northwest Bell Telephone Co.	All Required	$ 169,489.00
	Subtotal	$3,211,289.50
	10% Engr. & Cont.	321,128.50
	Total	$3,532,418.00

Length of Roadway - - - - - 3.661 Miles
Cost of Roadway Per Mile- - $964,877.90

Federal Funds -	$3,258,000.00
State Funds -	274,418.00
	$3,532,418.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

BEAR GULCH-CANYON CR. PASS SECTION

PROJECT NO. I-5-2(41)91

Work by Pacific N.W. Bell Telephone Co.

Labor	$ 18,767
Insurance	132
Material	39,039
Equipment (Co. Owned)	2,530
Salvage of Material	(5,300)
Contract Costs	153,563
Total Cost	$208,731
State's Share 81.2%	$169,489

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
1-52		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
5		Douglas
		PROJECT NO.
		I-5-2(41)91

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 2.8 Mi. N. of Azalea N. 3.7 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-6-64	3.661
*OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,345,980.00	$ 3,086,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Shaw

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: L. R. Bucklund, Administrative Manager

Date executed by Division Engineer January 14, 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8908-P64

Oregon State Highway Department

Federal-Aid
Project No. I-5-2(41)91

BEAR GULCH-CANYON CREEK PASS SECTION OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 31, 1964

Type Code 6201
Roadway (Sta. 245+00 to Sta. 441+00) (Contract No. 6518)

Clearing and Grubbing	All Required			$ 90,000.00
Ditch Excavation, Unclassified	770	cu.yds.	$ 3.00	2,310.00
General Excavation, Unclassified	1,510,000	cu.yds.	1.10	1,661,000.00
Overhaul	132,400	C-yd.stas.	0.40	52,960.00
Extra for Selected Subgrade Material	75,400	cu.yds.	0.15	11,310.00
Extra for Rock Slope Protection Material	62,000	cu.yds.	1.05	65,100.00
Finishing Roadbed and Slopes	3.50	miles	7,000.00	24,500.00
Rounding Cutbanks	10,000	lin.ft.	0.20	2,000.00
Trench Excavation	8,300	cu.yds.	5.00	41,500.00
Special Backfill in Drains	1,050	cu.yds.	8.00	8,400.00
Watering	2,280	M-gals.	3.00	6,840.00
Obliteration of Roadbed	8	Stations	50.00	400.00
Preparation of Old Roadbed	All	Required		2,500.00
3/4" - 0 Material in Leveling Course	12,000	ton	2.20	26,400.00
3/4" - 0 Aggregate in Prime Coat	880	cu.yds.	5.00	4,400.00
RC-250 Asphalt in Prime Coat	130	ton	65.00	8,450.00
Plant-Mix Stone Base	151,400	ton	2.00	302,800.00
Bituminous Base Mixture	20,700	ton	4.30	89,010.00
Asphalt in Bituminous Base Mixture	940	ton	36.70	34,498.00
Class "B" Asphalt Concrete Mixture	32,500	ton	4.10	133,250.00
Asphalt Cement in Mixture	1,710	ton	36.70	62,757.00
Detour Wearing Surface	10,700	sq.yds.	0.60	6,420.00
Concrete Invert Lining	1,220	sq.yds.	7.50	9,150.00
Drainage Structure, Sta. "O" 222+27	All	Required		10,000.00
Class "A" Concrete	260	cu.yds.	70.00	18,200.00
Metal Reinforcement	46,000	lbs.	0.15	6,900.00
Drift Rock	All	Required		2,500.00
Trash Grate	All	Required		500.00
10'8" x 6'11" Structural Plate Pipe Arch, 10 Gage	390	lin.ft.	66.00	25,740.00
15'4" x 9'3" Structural Plate Pipe Arch, 7 Gage	360	lin.ft.	100.00	36,000.00
15-inch Culvert Pipe	1,660	lin.ft.	3.85	6,391.00
18-inch Culvert Pipe	2,050	lin.ft.	4.80	9,840.00
24-inch Culvert Pipe	400	lin.ft.	6.65	2,660.00
30-inch Culvert Pipe	280	lin.ft.	8.75	2,450.00
48-inch Culvert Pipe	350	lin.ft.	17.50	6,125.00
54-inch Culvert Pipe	210	lin.ft.	24.00	5,040.00
6-inch Drain Pipe	1,010	lin.ft.	2.25	2,272.50
12-inch Drain Pipe	420	lin.ft.	3.30	1,386.00
18-inch Drain Pipe	4,100	lin.ft.	4.10	16,810.00

15-inch Culvert End Sections	12	only	$ 31.00	$ 372.00
18-inch Culvert End Sections	5	only	35.00	175.00
24-inch Culvert End Sections	1	only	59.00	59.00
30-inch Culvert End Sections	2	only	80.00	160.00
48-inch Culvert End Sections	5	only	222.00	1,110.00
Concrete Inlets, Type G-2M	30	only	200.00	6,000.00
Guide Posts, W-1	200	only	7.00	1,400.00
Guard Rail	41,300	lin.ft.	2.35	97,055.00
Median Barrier	6,200	lin.ft.	4.20	26,040.00
Type 2 Barricade	1,600	lin.ft.	4.20	6,720.00
Rail End Pieces	70	only	5.40	378.00
Guard Rail Blocks	4,400	only	2.10	9,240.00
Salvage Guard Rail	3,700	lin.ft.	0.55	2,035.00
Salvaging Type 2 Barricade	1,700	lin.ft.	0.55	935.00
Guard Rail-Salvaged Guard Rail	2,700	lin.ft.	1.55	4,185.00
Guard Rail-Salvaged Type 2 Barricade	1,200	lin.ft.	1.60	1,920.00
Type 2 Barricade-Salvaged Type 2 Barricade	550	lin.ft.	1.50	825.00
Type 2 Fence	2,500	rod	15.00	37,500.00
16' Type 2 Single Gates	4	only	200.00	800.00
Roadside Seeding	76	acres	106.00	8,056.00
Roadside Mulching	50	acres	174.00	8,700.00
Grass Seed, Creeping Red Fescue	840	lbs.	1.50	1,260.00
Grass Seed, Chewings Fescue	610	lbs.	1.75	1,067.50
Grass Seed, Perennial Ryegrass	230	lbs.	1.10	253.00
Grass Seed, Newport Bluegrass	380	lbs.	1.05	399.00
Dutch White Clover	230	lbs.	1.15	264.50
Inorganic Fertilizer, 10-16-8	310	cwt.	6.85	2,123.50
Removal of Existing Sign Installations	All Required			52.00
Painted Wood Sign Posts	All Required			840.00
Type "C" and "D" Signs in Place	378	sq.ft.	4.25	1,606.50
				$3,020,300.50
Flagging (57½ of Contractor's Cost)5	All Required			$ 20,000.00
Moving Rest Area Facilities and Markers	All Required			1,500.00
				$ 21,500.00
	Subtotal			$3,041,800.50
	10% Engr. & Cont.			304,179.50
	Total			$3,345,980.00

Length of Roadway - - - - - - - - - - - - - - - - 3.661 miles
Cost of Roadway per mile - - - - - - - - - - - - $913,952.47

Federal Funds - - - - - - - - - - - - - - - -

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

WORK RETAINED IN P.S. & E. STATUS

Description	Total Cost	Federal Funds	State Funds
Work by Pacific N.W. Bell	$125,000.00	$115,000.00	$10,000.00

RECEIVED
APR 30 1968
UNITED STATES GOVERNMENT

Memorandum

I-5-2(41)91

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: April 24, 1968

In reply refer to: 08-35-EC/404
XRef: 423.31

TO: 65.18 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(41)91, Bear Gulch - Canyon Creek Pass
Pacific Northwest Bell Company: Additional Work

Public Roads has reviewed Mr. Litchfield's December 4, 1967 letter on the subject project. As you recall this was a request of eligibility for utility adjustments due to slides which occurred after acceptance of the work but prior to acceptance of the project.

It has been ruled that not all work is ineligible for Federal participation during this period; therefore, the critical factor is whether or not this can be considered as part of the relocation. As documented, the December 8, 1966 slide was only one of a series, and as such the relocation should be accomplished to protect the telephone cable from a known slide condition.

Accordingly, we approve the agreement and confirm our verbal authorization of December 8, 1966 which authorized you to proceed with the additional work in the vicinity of Stations 414 to 420 pending a later determination of eligibility. This work is eligible for Federal reimbursement under the provisions of PPM 30-4(December 31, 1957).

Litchfield
Young 4-26-68

4-29-68
REFERRED TO
BY ASST. STATE HWY. ENGR

RECEIVED
APR 30 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTE:
F. B. KLASU

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID E. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

RECEIVED
JUN 6 1968
FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 19, 1968

2f(1)

Oregon State Highway Commission

Re: Institution of Legal Proceeding

Gentlemen:

Roy L. Houck Sons' Corporation vs. State of Oregon, by and through its State Highway Commission, L-5768: This is a contractor's claim suit in the amount of $59,848.95. It is based on the plaintiff's contention that under Contract No. 6518 (Bear Gulch-Canyon Creek Pass) the State Highway Department did not pay them the proper amount for material furnished for rock slope protection.

The suit concerns a disagreement as to the proper interpretation of certain supplemental standard specifications, general specifications and special provisions of the Contract. This office will handle the defense on behalf of the State Highway Commission.

Very truly yours,

G. E. ROHDE
Chief Counsel

JLS:hg
cc - Mr. Forrest Cooper
Mr. R. L. Porter
Mr. Tom Edwards
Mr. F. B. Klaboe
Mr. Floyd Query
Mr. C. H. Maison
Mr. E. S. Hunter
Mr. Robert Y. Thornton

RECEIVED
APR 18
FOR FILING
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April 18, 1968

Morrison & Bailey
Attorneys at Law
17th Floor Standard Plaza
Portland, Oregon 97204

Attention: Mr. Richard A. Van Hoomissen

Gentlemen:

Thank you for your letter of April 16 informing us that the claim of J. C. Denton & Sons, Inc., against the Roy L. Houck Sons' Corporation Contract No. 6518 has been satisfied.

This appears to be in connection with the J. C. Denton & Sons, Inc., claim which was filed last September in the amount of $2,253.68 for materials and labor.

This information is being noted in our records and we will advise the surety, agent, and principal contractor.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: General Insurance Co. of America
Updegraff Insurance, Inc.
Commissioners
CWH:gc Roy L. Houck Sons' Corporation

Noted on card
G.C. 4-18-68

WILLIAM H. MORRISON
RALPH R. BAILEY
JACK H. DUNN
JAMES G. SMITH
NATHAN L. COHEN
HOWARD K. BEEBE
ROBERT H. HOLLISTER
ROBERT R. CARNEY
FRANK E. MAGEE
THOMAS E. COONEY
RICHARD A. VAN HOOMISSEN
TOM P. PRICE
THOMAS S. MOORE
MORTON H. ZALUTSKY
DAVID C. LANDIS
PAUL W. JONES
WALTER H. GREBE
GARR M. KING
GEORGE M. JOSEPH
ROBERT S. BALL

MORRISON & BAILEY
ATTORNEYS AT LAW
17TH FLOOR STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 224-6440

April 16, 1968

Mr. Floyd Query
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Query:

With regard to the telephone call from your office of April 15, 1968, please be advised that the Contract 6358 referred to in our letter of March 31, 1968, is the correct contract number. J. C. Denton & Sons, Inc. worked on that project as a subcontractor of Roy L. Houck Sons' Corporation.

Nothing in our file-

Please be advised that the claim of J. C. Denton & Sons, Inc. against the Roy L. Houck Sons' Corporation arising out of Oregon State Highway Contract No. 6518 has been satisfied. $2,253.68

Very truly yours,

MORRISON & BAILEY

Richard A. Van Hoomissen
Richard A. Van Hoomissen

RAVH:bh

Ck
your call?
Ltr

NOTED
FLOYD QUERY

RECEIVED
APR 17 1968
OREGON
STATE HIGHWAY COMMISSION

FORM E-123X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 5, 1968

Roy L. Houck Sons' Corporation
P. O. Box 671
Salem, Oregon 97308

RE: Bear Gulch-Canyon Creek Pass
Contract No. 6518

Gentlemen:

You appeared before the Claims Review Board on December 13, 1967 to present your argument for additional compensation on this project. This concerned extra payment requested for "rock embankment" placed as indicated on the plans.

The Review Board has now given this matter further consideration. It is the finding of the Board that the plans, bid items and specifications were clear and that no additional payment other than general excavation and haul was to be made for the material placed in the "rock embankment" zones. The decision of the Board was not to grant additional payment.

Very truly yours,

John A. Bond, Secretary
Claims Review Board

JAB:ss:fw
bc: R. L. Porter
F. B. Klaboe
Tom Edwards
G. E. Rohde
C. H. Maison
C. T. Keasey - Attn: John Quiner
F. D. Morgan

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

February 2, 1968

Salem, Oregon

To: MEMO TO THE FILES

SUBJECT: Bear Gulch-Canyon Creek Pass
Contract No. 6518

THIS REPORT IS PREPARED IN CONTEMPLATION OF POSSIBLE LITIGATION AND IS REGARDED AS A PRIVILEGED COMMUNICATION

The Claims Review Board met at 1:30 p.m. February 1, 1968, with the following people present:

R. L. Porter
C. H. Maison
G. E. Rohde
L. P. Shaw (substituting for Klaboe)

(Mr. Edwards was absent. Mr. Klaboe was present but did not vote as he had been absent at the earlier meeting on this subject.)

Appearing on behalf of OSHD were:

John Quiner, Assistant Division Engineer
Frank McKinney, Assistant Counsel

This matter was first considered by the Board with the contractor present on December 13, 1967. This second meeting was for the purpose of considering the legal aspects which have been referred to the Legal Division for further research and recommendation. Mr. McKinney summarized the contents of his January 31, 1967 letter to Chief Counsel Rohde on this subject. Mr. Quiner again stated that there was plenty of rock available from the required excavations and no particular problem in selecting the rock embankment material in question. To his knowledge there was no stockpiling of the material for utilization later in the rock embankment zone. It was Mr. McKinney's conclusion that to an experienced contractor, which the Houck Corp. is believed to be, there should have been no such ambiguity as the contractor claims.

Mr. Porter abstained from voting due to a prior contact with this problem. The remaining members voted unanimously to decline making any further compensation. A letter will be directed to the contractor accordingly.

JAB:ss

cc: R. L. Porter, C. H. Maison, G. E. Rohde, F. B. Klaboe, Tom Edwards, L. P. Shaw

John A. Bond, Secretary
Claims Review Board

FORM H-20X—9C85—7-66

SP*23811.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31, 1968

To: Mr. G. E. Rohde
Chief Counsel

O f f i c e

SUBJECT: Roy L. Houck Sons' Corporation
Claim for Rock Slope Protection Material
Contract No. 6513

6518

I have finally had the opportunity to review the above claim. In doing so I have specifically reviewed the claim submitted by Houck, letters written to you by Al Johansen dated March 2, 1967 and August 22, 1967, as well as the letters of F. D. Morgan dated February 1, 1967, and John Bond dated August 16, 1967. Copies of the above letters are attached for your convenience.

While hindsight is always better than foresight, the entire problem would have been solved if under the heading "Measurement and Payment," page 7 of the Special Provisions, they had added the words "there will be no extra payment for rock embankment." There is no question that in attempting to tie the Special Provisions concerning "Rock Embankment" and "Rock Slope Protection," pages 6 and 7, into the Standard Specifications, Articles 102-2.1, 102-3.8c, 102-4.1, 102-4.2 and 102-5.1, that some confusion or ambiguity might be said to exist.

According to our engineers they purposely separated the terms "Rock Embankment" and "Rock Slope Protection" in order to provide extra payment for the "protection" but not for the "embankment."

It is apparently agreed that the material used for these items consisted of nearly the same type of rock. The difference occurs, however, in the manner of handling and placing.

The "Rock Slope Protection" was to be specially handled and placed in the beds and banks of new channel

changes and certain specified embankments, varying in depth from eighteen inches to three feet. For this special handling the State agreed under Pay Item No. 6 to pay an extra $1.05 per cubic yard in the areas indicated for "protection" as shown on Sheet 2C of the plans.

On the other hand, "Rock Embankment," while placed in some existing or old channels, was also used in embankment slopes. This is normal construction work utilizing rocky material. Articles 102-2.1 and 102-3.8. The plans called for the depth of the "Rock Embankment" to be at least twenty feet, except in certain instances in the beds of an existing channel where the depth was to be as directed by the engineer.

I am informed the placing of this "Rock Embankment" material did not require the special handling as in the case of "Rock Protection," since it could be dumped and bulldozed in much the same manner as disposing of general excavation material.

In my opinion the Special Provisions were correct in applying Article 102-3.8c to both "Rock Embankment" and "Rock Slope Protection," since they were both used on the "outer portions of embankments exposed to erosion by stream flow or to other severe erosive action."

The confusion to the contractor, if any, apparently arises from the application of Articles 102-4.1 and 102-5.1 where the specifications concern payment for selected materials including the preserving, sorting, taking and handling.

Apparently the contractor's argument is to the effect that he was required to select from excavated material the specific type of rock needed for "Rock Slope Protection" and "Rock Embankments," and that the selecting of this material was just as costly to him under one name as it was under the other. Hence, if he is entitled to extra payment for one he should be entitled to payment for both. In addition, both were placed in embankment slopes and the beds of existing or new channel changes

The question arises, therefore, as to how far can the engineer go under Article 102-2.1 in requiring the contractor to select and separate material for various parts of the work without making it an extra pay item?

Assuming, for argument, that we had not designated "Rock Slope Protection" as an "extra for selected _____ material." Could the engineer have required the contractor to place the material in the cross sections shown on page 2C of the plans with general excavation material without cross section payments? In essence was there sufficient ambiguity in the plans, general and special specifications to mislead the bidder into believing that since the "Rock Embankment" as shown on the plans consisted of the same select material as the "Rock Slope Protection" that he would be paid per yard on cross section measurement for the "Rock Embankment," as was provided for in "Rock Slope Protection"?

It is the conclusion of the undersigned that to an experienced contractor there should have been no such ambiguity unless, as raised by the prior questions, it was beyond the general contracting procedures to require the selection and handling of the "Rock Embankment" material as a general excavation item without providing payment for this select material on a cross section per yard basis the same as the "Rock Slope Protection".

While it is true that page 7 of the Special Provisions might have been a little clearer, as previously mentioned, the fact that "Rock Slope Protection" was listed as a special pay item and a unit bid price item, whereas "Rock Embankment" was not, should have called to the attention of the bidder that "Rock Embankment" was only covered under general excavation "unclassified" with perhaps some overhaul.

The undersigned has also reviewed the Glendale Junction-Coyote Creek Section contract and find no occasion for confusion between that contract and the one under consideration here. In both instances the State paid for "Rock Slope Protection". The Glendale contract did not provide for any "Rock Embankment".

In the event of litigation, of course further consideration can be given to this matter as may best serve the interest of the State.

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks
attachments

cc: R. L. Porter
Tom Edwards
Lloyd P. Shaw
C. H. Maison
F. D. Morgan

Salem, Oregon
August 22, 1957

Mr. C. E. Rohde
Chief Counsel
B u i l d i n g

Re: Gulch-Canyon Creek
Pass Section
Contract No. 6513
Ray L. Wenck Sons' Corporation
Claim for Rock Slope Protection Material

As you requested, I have reviewed the contractor's formal claim, together with Mr. Pond's letter of August 16, 1957. It is noted that Mr. Pond requests a further conference after you have reviewed the new material received from the contractor.

Otherwise, I have two principal comments:

(a) The contractor appears to have followed essentially the same process which I did in my letter of March 2, 1957, to arrive at the same result, namely, that the contractor is entitled to additional compensation.

(b) I appreciate the engineer's * position, as restated in Mr. Pond's recent letter. However, I cannot agree that a reading of the pertinent Specifications and Plans will necessarily, or even probably, lead to his conclusion.

Perhaps this divergence of views results from the engineer's prior knowledge of what he "intended". The intention of the parties, of course, is what a Court seeks to enforce in any litigation arising out of contract. However, that intention is to be derived, at least in the first instance, from language used in the contract. That is, if the parties by language of their own choosing, agreed to something different from what one of them may have intended, the agreement as expressed will ordinarily prevail over an unexpressed intention. I fear that this is such a case.

If a Judge in this case finds that the meaning of the language used is clear, he would not theoretically even consider the testimony of either party as to what the [illegible] intended, or what the

* "In lieu" is used herein in the contractual sense of the State Highway Engineer, or his duly authorized representative.. Stand. Spec., 1955, Art. 1-2, para 7.

10-23-57 - See Stand Specs. Art. 102-4.1, 5th Pr, p. 106, cited by the prime as support for proper basis of method "placed in the work" basis, and the only one to which I can find a specific reference. Clearly, the [illegible]

[illegible]

[illegible]

[illegible]

Salem, Oregon
March 2, 1967

G. E. Rohde
Chief Counsel

Office

Paul Gulch-Canyon Creek Feed
Section
Contract No. 6518
Roy L. Houck 'Sons' Corporation
Claim for Rock Slope Protection
Material

Mr. Morgan's letter to you, dated February 1, 1967, regarding the above matter was forwarded to me under cover of your letter of February 24, 1967.

This is to confirm my opinion, expressed in our recent conversation, that on the facts as presently understood, the contractor's claim as to proper payment under Bid Item No. 6 "Extra for rock slope protection material" is well-founded.

Sheet 2-C of the plans show that "Rock Slope Protection" is to be placed in several areas, primarily in channel change areas. The same sheet also indicates that "Rock Embankment" is to be placed in the bottom of existing channels in two locations, and within highway fills or embankments in other areas. The same irregular ovoid cross-hatching is used in the typical sections for both "Rock Slope Protection" and "Rock Embankment."

Our personnel have paid the unit bid price of $1.65 per c.y. under Bid Item No. 6 only on the material placed on slopes in channel changes, designated in the plans as "Rock Slope Protection," amounting to 51,023.07 c.y., or $53,574.22. The contractor claims that he is also entitled to payment under this item for the material placed within the fills and old channel beds, designated in the plans as "Rock Embankment." I do not have the precise yardage involved in these additional areas; our personnel did not compute such quantities, not believing that the "extra" payment under Bid Item No. 6 was applicable. However, Mr. Morgan's letter indicates that the money involved in this claim is "some $50,000."

The Special Provisions, at page 6, provide that Article 102-3.8 (c) of the Standard Specifications applies both to "Rock Embankment" and to "Rock Slope Protection." Article 102-3.8 (c) describes the nature and requirements of "Embankment Slope Protection" material. (This exact expression, "Embankment Slope Protection," apparently is not used either in the Special Provisions or in the plans; however, the Special Provisions' reference to Article 102-3.8 (c) makes it clear that such expression applies, at least on this

[illegible], to [illegible] and 'Rock Slope Protection.') This article expressly contemplates that 'Select Rock Slope Protection' may be used either 'within regular slope lines' or as a protective layer outside the slope of the regular embankment.' Thus, additional requirements are applicable to [illegible], and Article 302-3.6 (e), except that within regular embankments the material shall be placed and compacted in embankment material generally, while material used outside the slope of regular embankments need not be compacted.

Thus, both the special provisions and the Standard Specifications indicate that material to be used in 'Rock Embankment' is the same kind of material to be used for 'Rock Slope Protection.'*

The next inquiry, then, is to determine what the contract provides as to what material shall be paid for under Bid Item 6. A Special Provisions, at page 7, refer to Articles 302-4.1 and 306-4.1 and state that 'Payment for Rock Slope Protection' (Bid Item No. 6) will be measured and paid for on the same basis as set forth [in those Articles] for the item 'Extra for Selected _____ Material.'

Article 302-4.1 says that 'Extra for Selected _____ Material will be paid for based on cross-sections measured in final place. I understand that there is no dispute as to the accuracy of the measurements and calculations of the Rock Slope Protection material for which we made payment. Apparently, the contractor's estimated quantity of Rock Embankment material, for which he claims pay now, is conceded by our personnel to be reasonably accurate. Thus, this article on measurement is of little relevance to the present question.

Article 302-5.1 covers 'payment' for roadway earthwork generally. In subsection (g) thereof, it is provided that payment of 'Extra for Selected _____ Material shall comprise full compensation for any and all additional costs involved in the processing, sorting, taking and hauling of 'Selected _____ Material' as such is described in Article 302-2.1, placed and placed as set forth in Articles 302-2.2 and 302-2.3 and measured as set forth in Article 302-4.1....' (emphasis added)

Thus, considering the contract in its entirety, and especially the Special Provisions at pages 6, 7, and Articles 302-3.6 (e) and 302-5.1 of

---

*Mr. Ford verbally advised me that despite the compaction requirements in 302-3.6 (e) each material may be placed within the regular embankments at a somewhat lower cost to the contractor since the rock material can be placed in relatively thin protective layers on slopes outside the regular embankments. This difference is small to the contractor, however it may be, is believed to be of slight significance to the present question.

the finished specifications, it is clear that the contract requires key rock under Bid Item No. 6 both for the material placed in areas designated "Rock Slope Protection" and in the areas designated "Rock Embankment."

Apparently, our engineering personnel do not believe this result to have been the "intent" of the specifications. However, the undisclosed intention of one of the parties to a contract is of no relevance, except in construing ambiguous provisions, or in cases of natural disaster, or the like. Here, it is believed that the contract as written, although inherently complex, is clear and unambiguous as to the present question. Hence, if the contract does not accurately reflect what the State intended, a modification of the specifications in future contracts may be in order, but for the present case the State is bound by the specifications it has written into this contract.

In our recent conversation on this subject, I understood you to indicate that you had also considered that this claim is well-founded on a somewhat different basis. If this is correct, I would suggest that the nature of your approach to the problem might best be explained to the Construction Division in a conference with them. If such a conference is deemed desirable, it should probably be held as soon as possible; I understand that any other problems on this project have been resolved, and the contractor is impatient for a final disposition of this matter.

ALAN H. JOHNSEN
Staff Attorney

AHJ:gv

cc: F. D. Morgan

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1967

SUBJECT: Bear Gulch-Canyon Creek Pass
Contract No. 6518

To: Mr. G.E. Rohde
Chief Counsel

BUILDING

A meeting was held yesterday with representatives of Roy Houck Sons' Corporation to discuss several areas of disagreement on several contracts that this company has recently completed. We believe one specific item should be considered further at this time from the legal standpoint. It concerns Bid Item No. 6 "Extra for rock slope protection material" on the subject contract, for which the unit bid price was $1.05 per cubic yard.

The disagreement arises from an interpretation of a special provision (a copy of which is attached) referring to Article 102-3.8(c) (1964 specs). Sheet 2C of the project plans (also attached) shows zones where "Rock Slope Protection" and "Rock Embankment" are to be placed. The contractor contends that Bid Item No. 6 applies to materials used in both of these zones. We contend that the bid item applies only to the zones identified as "Rock Slope Protection" on the typical sections. We think it was the intent of this specification for the "Rock Embankment" work to be done under the regular general excavation item as a part of the embankment construction.

Please review this matter and give us the benefit of your advice on the validity of our position. This involves some $50,000 as a potential claim.

F.D. Morgan
Construction Engineer

FDM/JAB:sg
Attachments

cc: F.B. Klaboe
L.R. Chandler

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1968

SUBJECT: Claims Review Board

To: Mr. R. L. Potter
Deputy State Highway Engineer
BUILDING

The Claims Review Board, as established by Mr. Cooper's June 5, 1967 letter, has considered contractor's claims on the following projects:

Contract No. 6863, M.P. 1.9 Slide Correction
White Bros. Construction Company
Approved adjustment on one out of three parts amounting to about one-third of the total claim, after requesting further information from the field. No reply from contractor

Contract No. 6561
Bullards Beach State Park
Donald W. Thompson
Approved adjustment on part of the claim amounting to about one-fourth of it. Accepted

Contract No. 6933
Lewis and Clark and Starvation Creek State Parks
Mid-State Construction Company
Approved adjustment on three small items amounting to less than $100, but the remainder only involved $350 time liquidated damages. No reply as yet

Contract No. 6518
Bear Gulch-Canyon Creek Pass
Roy L. Houck Sons' Corporation
Disposition pending, awaiting presentation by Legal Division before Board.

A meeting is being scheduled for the Board to review a proposed settlement on Winchuck River claim without the presence of the contractor.

proposed for
this meeting
ASC meeting 1-25-

Of the three claims disposed of by the Board, the contractor has accepted the settlement of one of them (Bullards Beach State Park). White Bros. do not respond to our letters asking their intentions.

John A. Bond, Secretary
Claims Review Board

JAB:ss:fw

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

January 4, 1968
Salem, Oregon

To: MEMO TO THE FILES

SUBJECT: Bear Gulch-Canyon Creek Pass
Contract No. 6518

THIS REPORT IS PREPARED IN CONTEMPLATION OF POSSIBLE LITIGATION AND IS REGARDED AS A PRIVILEGED COMMUNICATION

The Claims Review Board met at 1:30 p.m. December 13, 1967, with the following people present:

R. L. Porter
C. H. Maison
Tom Edwards
L. Shaw (substituting for F. B. Klaboe)
Frank McKinney (substituting for G. E. Rohde who joined the meeting later)

Appearing on behalf of Roy L. Houck Sons' Corporation, Contractor, were the following:

Vern Burda, Attorney
Roy Houck, Jr.
O. H. Foster
Jim Lambie

NOTED
F. B. KLABOE

Appearing on behalf of OSHD were:

John Quiner, Assistant Division Engineer
Willis Hackleman, Resident Engineer

Mr. Quiner stated the general layout of the project and a brief statement of the problem, which is primarily a plan and specification interpretation (Sheet 2C of Typical Sections and pages 6 & 7 of Special Provisions). The contractor was seeking payment under bid item 6 "extra for rock slope protection material" for the material selected and placed in embankments as "rock embankment" in the area so labeled on the Typical Sections. The State's position was that material placed in these two areas was similar so far as the selection was concerned, but the extra payment under the bid item was intended and due only in the rock slope protection areas as it was paid.

Mr. Burda made the first statement on behalf of the contractor alleging that this was a matter of interpretation and that the specifications were ambiguous. The interpretation therefore has to be fair to both sides and reasonable. Reference was made to another project (Glendale Jct.-Coyote Creek-Contract 6519), on which bids were opened at the same time as the subject project. The contractor alleged that the way in which a similar item was covered on this latter project (which he was also awarded), led him to believe that the extra payment would be made on the subject contract for the rock embankment material. Reference was made to Section 102-3.8 of the General Specifications under which the engineer can direct placement of excavated material. Mr. Burda thought that the rock embankment was inadvertently not included in the pay description and that due to the nature of the use it was in essence the same material as rock slope protection.

The Board deliberated this matter immediately after the contractor and State Highway representatives were excused with Mr. Porter expressing a desire to abstand from voting except in case of a tie, due to some prior contact with the problem. The matter of whether the provisions of another contract should properly be introduced in the deliberations on this problem was thought to be primarily a legal question and Mr. Rohde and Mr. McKinney were requested to study this phase and the alleged ambiguity more closely before a final vote of the Board is taken. The Board will probably be re-convened to hear the legal viewpoint when the Legal Division representatives are ready.

John A. Bond, Secretary
Claims Review Board

JAB:ss

cc: R. L. Porter
F. B. Klaboe
Tom Edwards
G. E. Rohde
C. H. Maison
L. P. Shaw
F. McKinney

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HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 20, 1967

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland, Oregon 97232

ATTENTION: Mr. A. W. Brugger

RE: Revision of State's Share
Additional Work
Station 193 - 201
Pacific Northwest Bell Telephone Company
Bear Gulch-Canyon Creek Pass Section
Pacific Highway - Douglas County
Project No. I-5-2(41)91
Contract No. 6518

Gentlemen:

Please refer to our letter of December 6, 1965, which approved among others your estimate and sketch map for the relocation of the coaxial cable northerly of the slide area, Station 193 to 201, on this section. It was our opinion at the time that the telephone company had prior rights through this area. Subsequent field investigations disclosed that the State held prior rights in Section 12 and the telephone company had prior rights in Section 1 (see attached sketch).

Representatives of the State and the telephone company agreed that it was in the public interest to relocate the cable outside the danger area. In our meeting of September 28, 1967, it was brought out that since the future limits of the slide were indeterminate and since the cable was relocated to a position which appeared to be safe, the limits of the relocation became the limits of the conflict. It is therefore agreed that the State's share of the cost of this work would be the ratio of the length of existing cable on private property to the total length of the cable to be relocated.

It was further agreed that the State would conduct a field survey to determine the total length of cable relocated and the length occupying private property and State property. This has been done and the results are as follows:

Total length of Abandoned Cable between splice beds	793.66 ft.
Total length of cable on BLM Land (Private)	381.76 ft.
Total length of cable on State of Oregon Property	411.90 ft.

State to reimburse Pacific Northwest Bell $\frac{381.76}{793.66}$ or 48.10% of the cost of the work.

NOTED
F. B. KLABOE

The remaining provisions of our December 6, 1965 letter remain in effect.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

PGP:ss:fw
Enc.

bc: A. W. Parsons
F. B. Klaboe
L. H. Young
C. H. Maison
L. R. Chandler
J. E. Holcomb

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STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 20, 1967

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland, Oregon 97232

ATTENTION: Mr. A. W. Brugger

RE: Coaxial Cable Protection
Station 294+50 to 300+75
Bear Gulch-Canyon Creek Pass Section
Pacific Highway - Douglas County
Project No. I-5-2(41)91
Contract No. 6518

Gentlemen:

Please refer to your letter of October 10, 1967 requesting reimbursement for the placement of riprap to protect you coaxial cable between State Highway Station 294+50 and 300+75 on this section.

On January 4, 1966, Mr. John Holcomb, Field Utilities Liaison Engineer, Roseburg, was advised by representatives of your company that the channelization of Canyon Creek easterly of Station 294 to 301 had exposed your coaxial cable and that it should be protected immediately to prevent an outage. The information available at that time indicated to Mr. Holcomb that the State had a prior right in this area and he therefore notified a representative that this work should be at the telephone company's cost.

Later investigation by representatives of both the State and the telephone company established that Pacific Northwest Bell has a prior right in this area. You are hereby authorized to proceed with this work as of January 4, 1966.

Reimbursement for the work performed on and subsequent to January 4, 1966, in the amount of $4,075.08 (contract amount) will be made subject to the provisions of PPM 30-4 dated December 31, 1957 upon receipt of your statement of charges.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

NOTED
F.B. KLABOE

PGP:ss:fw
bc: A. W. Parsons
F. B. Klaboe
L. H. Young
C. H. Maison
L. R. Chandler
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6518

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 4, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Coaxial Cable Protection
Station 294+50 to 300+75
Bear Gulch-Canyon Creek Pass Sec.
Pacific Highway
Douglas County
Project No. I-5-22 (41) 91
Contract No. 6518

Dear Sir:

Herewith you will find the following data pertaining to this project:

1. One copy of Mr. Holcomb's letter to this office dated January 30, 1967.
2. One copy of Mr. Holcomb's Memo to the Files dated August 25, 1967.
3. Pacific Northwest Bell Telephone Company's letter to undersigned dated October 10, 1967.

On January 4, 1966, Mr. John Holcomb, Field Utilities Liaison Engineer in Roseburg, was advised by representatives of the telephone company that erosion of the channel of Canyon Creek easterly of Station 294 to 301 had exposed the coaxial cable and that it should be protected immediately to prevent an outage. The information available at that time indicated to Mr. Holcomb that the State had a prior right in this area and he therefore notified a representative of the telephone company that the work should be at their cost. It was also brought to Mr. Holcomb's attention that there had been an outage caused by a slide between Station 114 and 119. These matters were discussed with Mr. Girvin on January 4, and emergency authorization was received for the outage near Station 118. Since it was Mr. Holcomb's understanding that the channel change was on highway right of way, specific authorization for this work was not requested.

Later investigation by representatives of both the State and the telephone company established that Pacific Northwest Bell Telephone Company had a prior right in the area between Station 295 and 301.

Since it was imperative the cable exposed by the erosion of the Canyon Creek channel be repaired immediately, the telephone company negotiated with our contractor, Roy L. Houck Sons' Corporation, to place the necessary riprap. The Telephone Company's letter of October 10 requests State reimbursement for this work since it has been determined that they hold prior rights in this area.

Under the circumstances, as detailed above, please confirm that the advanced authorization of January 4, 1966 is applicable to this work.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
Enc.

cc: F. B. Klaboe
V. L. Gallagher (2)
J. E. Holcomb

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I-5-2(41)91
6518

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 4, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Additional Work Station 414 to 420
Pacific Northwest Bell Telephone Co.
Bear Gulch-Canyon Creek Pass Sec.
Pacific Highway-Douglas County
Project No. I-5-2 (41) 91
Contract No. 6518

Dear Sir:

Herewith you will find two copies each of the following data pertaining to this subject:

1. Mr. Sollis' letter to the undersigned dated November 2, 1967.
2. Mr. Holcomb's Memo to the Files dated January 25, 1967.
3. Mr. Cartwright's letter to Pacific Northwest Bell Telephone Company dated May 10, 1967.
4. Pacific Northwest Bell Telephone Company's letters to Mr. Holcomb dated December 19, 1966, February 17, 1967, April 13, 1967 and May 5, 1967.
5. Mr. Sollis' letter to Mr. Preston dated February 1, 1967.

Last December a slide occurred within the right of way near Station 414 on the above-captioned project which endangered the coaxial cable owned by the Pacific Northwest Bell Telephone Company. This matter was discussed with your Mr. John Girvin on December 8, 1966. He advised us that since the project had been accepted by the Bureau of Public Roads it would not be eligible for Bureau participation. However, we took the precaution of establishing an eligible date as of December 8, 1966 in the event that this work was later determined to be eligible.

During the life of subject construction project, a slide occurred in September of 1965 just southerly of this area. Authorization to perform emergency work on the cable was obtained from your office effective September 12, 1965 and the effective date to proceed with the permanent work was September 20, 1965.

This area was re-examined by representatives of the State and the Telephone Company in April of 1967, and it was apparent at that time that the whole area is unstable and not a safe location for the cable. The Telephone Company proposed, and we agreed, that the most logical location for the cable would be to bury it at the base of the cut slope in the fall out area.

With the above determination in mind, the State proceeded to process the proposed adjustment in the usual manner. The above-listed information details the investigation of the field conditions, the determination that the State was obligated to reimburse the Company for this work, and approved the Company's estimate and plan for relocating the cable to a safe location.

The possibility of Bureau participation in this work was again discussed with Mr. Girvin on August 23, 1967. It was pointed out that although the work had been accepted by the Bureau of Public Roads, the final report had not been approved. After further investigation and several discussions, Mr. Girvin advised that if this work was a legal obligation of the State (See Mr. Sollis' November 2, 1967 letter), it may be possible, by consulting our Washington D. C. Office, to obtain Bureau of Public Road's approval of this work.

We are, therefore, requesting your approval of this agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 as of December 8, 1966.

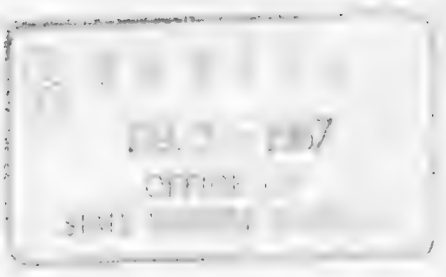
Very truly yours,

F. D. Morgan
Construction Engineer

By: [illegible] SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:ss

cc: F. B. Klaboe
V. L. Gallagher
J. E. Holcomb



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STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
November 29, 1967

Roy L. Houck Sons' Corporation
1156 Chemeketa Street, N. E.
PO Box 671
Salem, Oregon 97308

Gentlemen:

This will confirm the time of 1:30 p. m., Wednesday, December 13, for a meeting between your representatives and the Claims Review Board to discuss your claim for additional compensation on the Bear Gulch-Canyon Creek Pass, Contract No. 6518. This is in response to your request made under date of November 21, 1967.

Very truly yours,

John A. Bond

John A. Bond, Secretary
Claims Review Board

NOTED
F. B. KLABOE

JAB:ss

cc: R. L. Porter
F. B. Klaboe
Tom Edwards
G. E. Rohde
C. H. Maison

L. R. Chandler, Attention: John Quiner, II
W. N. Hackleman

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OFFICE OF
STATE HIGHWAY ENGINEER

PS - Claims Review Board Members:

The issue in this matter concerns a requested payment for "rock embankment" material, the same as extra payment was made under a bid item for "rock slope" protection. It is based on a special provision which was included in the contract. Copies of this provision and plan sheet 2-c showing the typical sections and copies of the General Provision Sections 102-2.1, 102-3.8(c), 102-4.1 and 102-5.1 are attached for your information. The substance of the contractor's claim is that he is entitled to payment under the bid item No. 6, "extra for rock

slope protection material," at the contract price of $1.05 per cubic yard for the material used as "rock embankment" as indicated on the typical sections. This involves an alleged 56,999 cubic yards of such material.

Bear Gulch-Canyon Creek Pass Section

Article 102-3.11 Compaction and Density Requirements. Random fills constructed beyond the limits of "Compaction Requirement Limit" as indicated on sheet 20 of the plans will not be required to meet the provisions of this Article.

Measurement and Payment

Articles 102-4.1 and 102-5.1 Additional Pay Item. The item "Extra for Rock Slope Protection Material" will be a pay item on the contract and will be measured and paid for on the same basis as is set forth for the item "Extra for Selected _____ Material".

SECTION 106 - TRENCH EXCAVATION AND BACKFILL FOR INCIDENTAL STRUCTURES

Description

Article 106-1.1. Contrary to the provisions of this Article, excavation for footings in connection with the drift rack structure will not be considered as trench excavation, but is to be included in the price bid for the item "Drift Rack".

Construction

Article 106-3.2(b) Alternate methods of excavating within paved areas which are to be preserved. Where the note "under pavement" appears on the plans it signifies that Article 106-3.2(b) is applicable at that location.

SECTION 200 - PREPARATION OF OLD ROADBED

Construction

Article 200-3.3 Asphalt Pavements. Delete the provisions of this Article and substitute the following:

The number of cubic yards of materials hauled shall be determined by measurement of the materials "in excavation," no allowance being made for any swell that may occur when the materials are excavated and loaded into the trucks or other conveyances.

Materials

102-2.1 Selection and Use of Excavated Materials. All materials originating from required excavations shall be used as far as practicable in the formation of embankments and subgrade, and for bedding, backfilling and other purposes shown on the plans or as designated by the engineer.

All excavated materials, including special borrow materials, shall be subject to selection and separate handling for their utilization in specific parts of the work and shall be used in the various parts of the work as indicated on the plans, as set forth in the special provisions, as hereinafter provided and as specifically directed by the engineer. Excavations shall not be carried on when conditions prevent the placing of the excavated materials at the specific locations at which they are to be used.

Marsh muck, material containing considerable quantities of vegetable matter, and other material unsuitable for use in embankment construction and backfilling shall be wasted or otherwise disposed of in such manner as the engineer may direct.

Rocks and boulders which roll or fall outside the limits of embankment sections shall be picked up and placed within the embankment sections.

In case the quantities of excavated materials are greater than required to construct all required embankments and to do all required filling and backfilling, the excess quantities shall be used to uniformly widen embankments or shall be otherwise disposed of as called for in the special provisions or as the engineer may direct.

Quantities and locations of excavation materials indicated on the plans as "excess" materials are approximate only. The contractor shall satisfy himself that there is enough suitable material available for the completion of embankments before disposing of any indicated excess material, it being understood that any shortage of materials caused by premature disposal by the contractor of any indicated excess material shall be made up by him at his own expense.

Excavated materials disposed of contrary to the requirements above stated, without the consent of the engineer, shall be picked up and redeposited as the engineer directs, and at the contractor's expense; it being understood that in case of failure of the contractor to perform such picking up and redepositing, (a) the quantities of materials involved will be deducted from the pay

quantities of the materials and (b) any "overhaul" involved in transporting said materials will be deducted from the pay quantities of "overhaul".

Except where indicated on the plans or except where otherwise directed by the engineer, the distributing of the excavated materials to the various locations at which filling is to be done, shall be planned and performed with the view of holding to the minimum the quantity of "overhaul" work to be performed under the contract.

102-2.2 Special Borrow. Special borrow material, which is defined as material obtained from borrow areas lying outside of, separated from and independent of planned roadbed excavation or other required excavation occurring within the project limits, shall be provided by the contractor and used in the work only when called for by the plans or special provisions or when specifically directed by the engineer, and not otherwise. Specific sources of special borrow material and any special conditions under which the materials are to be taken therefrom will be set forth in the special provisions. In general, the following provisions shall apply to special borrow excavation:

(a) Borrow pits shall be of reasonably uniform depths and widths, shall have side slopes not steeper than 1:1 and shall be left neatly trimmed and, when practicable, shall be thoroughly drained. The requirements of the State Sanitary Authority shall be fully met.

(b) If borrow material is taken from areas which have a natural growth of trees or shrubs, a border or fringe of such natural growth shall be left as a screen between the area and any public road from which the area is visible, so as to conceal the scar of the borrow areas from the users of said public road.

(c) Unless otherwise set forth in the special provisions, sources of special borrow material shall lie wholly outside of and beyond the limits of State-controlled property and shall be acquired by the contractor at his own expense, as shall also the right to use property for hauling, development and all other purposes connected with his operations at or in the vicinity of the source or sources.

102-2.3 General Quality Requirements for Special Borrow Material. Special borrow materials provided for general embankment construction shall be earth, sand, gravel or rock, or combinations thereof, which shall be free of peat, humus, muck, vegetative matter, organic matter, excessive moisture or other characteristics detrimental to the construction of firm, dense and sound embankments.

As set forth in Article 102-2.1, selective use of the special

SECTION 8 - PROSECUTION AND PROGRESS

Article 8-7 Time for Completion of Work and Liquidated Damages

The work to be done under the contract shall be completed in its entirety not later than September 30, 1966.

8-11 Right of Way Delays

Where, in these Special Provisions, delays and limitations in the removal of improvements on properties and delays and limitations on access to right of way are set forth, it shall be understood that the provisions of Article 8-11 are to apply thereto only when such delays and limitations extend beyond the applicable dates or times set forth in said Special Provisions.

SECTION 100 - CLEARING, GRUBBING, REMOVAL AND DISPOSAL WORK

Construction

Article 100-3.3 Removal Work. Contrary to the provisions of this Article, a mechanical cutting device will not be required in making cuts through concrete pavement.

The barn located left of Station 225+70 is to remain the property of others until January 2, 1965. The contractor will not be permitted to use or remove the barn until this date.

SECTION 102 - ROADWAY EARTHWORK

Construction

Article 102-3.3 Plugging Abandoned Box Culverts. As a part of the earthwork to be performed, the contractor shall partially fill existing box culverts as indicated on the plans. No compaction of the materials within the box culverts will be required.

Article 102-3.7(c) Preparation of Embankment Foundations. Bituminous surfacings and portland cement concrete pavements remaining under new embankments shall be broken up as set forth in this Article.

Article 102-3.8(c) Embankment Slope Protection. The provisions of this Article will apply to materials used in constructing "Rock Embankment" and "Rock Slope Protection" as indicated on the plans.

will avoid possible shattering or loosening of materials back of the slope lines to which the excavations are directed by the engineer to be made.

102-3.6 Incidental Construction. The excavation work to be done under the contract shall include the excavation of such ditches and channel changes as may be called for by the plans or as may be needed for the proper drainage of the highway or for the proper handling of drainage water, irrigation waters and other waters in the vicinity of the highway. It shall include, also, the construction of approach roadways to abutting properties, of connections with existing public and private roads in the vicinity, of random fills, and of other items incidental to the work, wherever such are ordered by the engineer.

Each ditch, channel change, approach roadway, road connection, random fill or other incidental item shall be constructed to such cross section, alignment and grade as the engineer may direct. Such of the materials excavated in connection with the construction of such items as are not needed for other purposes shall be used in the construction of highway embankments or disposed of in such other manner as the engineer may direct.

102-3.7 Preparation of Embankment Foundations. Prior to the constructing of embankments, the areas on which the materials are to be placed shall be prepared as follows, as applicable:

(a) Unstable material or other material, if so directed by the engineer, shall be excavated to such extent as the engineer may designate and shall be disposed of as directed. This excavation will be called "Embankment Foundation Excavation" as given in Article 102-1.6, and will be a pay item under the contract.

(b) Drainage and drainage structures shall be provided as called for by the plans or as directed by the engineer. These items will be pay items under the contract.

(c) Where the slope or condition of the ground surface under proposed embankments is such that materials placed thereon would not positively bond therewith, the ground surface shall be plowed or otherwise broken up and roughened before enbankment material is placed thereon. No separate payment will be made for this work, it being considered to be incidental to the earthwork in general.

(d) Where the widening of existing embankments is to be of narrow widths not permitting the placing of materials in horizontal layers as elsewhere herein provided, the embankment widening construction shall be performed in conformance with the following: (1) Where existing embankment side slopes are flat enough to permit operation of the contractor's hauling and compacting equipment thereon, the new materials may be placed

in layers, of the thickness hereinelsewhere specified, paralleling the existing slopes, and shall be compacted as hereinelsewhere provided; and (2) where existing embankment side slopes are too steep to permit operations under (1) above, the contractor shall excavate terraces in the existing slopes to such widths and at such successive steps as are necessary to permit the placing and compacting of the terrace excavation material combined with new embankment material in layers (laid on practicable operating slopes) of the thickness hereinelsewhere specified. The terrace excavation material and new embankment material shall then b placed and compacted in layers, as specified. The excavating o terraces will be classed as pay excavation and will be paid for as "Embankment Foundation Excavation".

102-3.8 Selected Materials. As set forth in Article 102-2.1, excavated materials are to be selected and used in various parts of the work. The nature, characteristics and qualities of the materials to be selected and used and their use in the work shall be in conformance to the following:

(a) **General requirements**—Unless otherwise set forth in the special provisions, the requirements given herein under this Article 102-3.8 shall be generally applicable to the work. The selection and use of materials shall be as directed by the engineer. Except for topsoil material, selected materials are generally to be of a "granular" nature, the term "granular" being defined for the purpose herein as material predominantly of sand, gravel and rock fragments, or combinations thereof, relatively free of silts and clays. Except as otherwise stated, placing and construction shall conform to the requirements hereinelsewhere given for embankment construction.

(b) **Embankment at bridge ends**—At, under and around the ends of bridges, separation structures and trestles, the embankments shall consist of granular materials, whenever such are available in the excavations, and of materials selected as to nature, size and gradation which will resist settlement and washout, and which will provide a dense, well-filled embankment when compacted. At locations where piling is to be driven, the materials shall contain no rocks or boulders having a dimension exceeding 6 inches.

(c) **Embankment slope protection**—The outer portions of embankments exposed to erosion by stream flow or to other severe erosive action shall be constructed of rock fragments, coarse gravel or other desirable material, whenever such are available in the excavations. Also, if so directed by the engineer, similar material shall be placed as a protective layer on the outside of the regular embankment slopes, as embankment widening. The materials shall be of sizes generally larger than those used in normal embankment construction, but shall be of gradations to

provide a reasonably well-filled and dense mass. Within regular embankment limits, the materials shall be placed and compacted the same as is specified for highway embankments. Materials placed as a protective layer outside the slopes of the regular embankments need not be compacted, but shall present a reasonably smooth surface, resistant to slippage and washout.

(d) Selected subgrade material—Where talus material, finely broken rock, gravel or other material of granular or favorable characteristics classed and selected by the engineer as suitable for use as "selected subgrade material" is available from excavations required to be made under the contract from sources not optional with the contractor, such selected material shall be preserved and used in the work as hereinafter set forth. The term "selected subgrade material" shall be understood to refer to those selected and preserved materials which are placed as a layer or course immediately below subgrade on embankments and in cuts.

The selected subgrade material shall be taken from locations indicated on the plans or from locations designated by the engineer and shall be placed at the locations and to the thicknesses directed by the engineer. The placing of the materials in final position shall not be done until the areas on which the materials are to be placed have been brought to the elevation and cross section set by the engineer and are thoroughly compacted.

Where the designated source of selected subgrade material is a rock cut, the excavating of the material shall be performed in such manner as to provide material of varying sizes which will provide a well-filled and dense course of material. Where materials in a source are of varying characteristics or sizes, the contractor shall perform such sorting and selecting therefrom as the engineer may direct.

The selected subgrade material shall be a course of material placed in one or more layers to the total thickness called for by the plans or as otherwise directed by the engineer. The number and thickness of layers in which the course is constructed will be determined to some extent by the size, nature and compactibility of the selected materials, and shall be as directed by the engineer. Each layer shall be separately compacted the same as is elsewhere specified for embankment construction.

(e) Topsoil material—If suitable topsoil materials are encountered within areas which are to be excavated or which underlie embankment areas, such material shall, when so indicated by the plans or when so directed by the engineer, either (1) be stockpiled or windrowed at locations selected by the engineer, or (2) be placed directly on prepared areas. Topsoil material placed directly on prepared areas shall be placed to uniform lines, cross sections and thicknesses as designated by the engineer and shall be left in an uncompacted condition. Top-

soil placed in stockpile or windrows shall be placed to neat lines and shapes and to reasonably uniform cross section. Topsoil, under these provisions, shall be defined as earth material free of weeds, clods, roots, sticks, gravel and other matter not desirable in a seed or planting bed and which earth material shall be fertile and friable.

(f) Backfill material—Materials used in backfilling prior excavations in the vicinity of curbs, walks, driveways, inlets, manholes, et cetera shall be earth, fine gravel, fine rock or combinations thereof free from sticks, vegetative matter, lumps and stones having dimensions greater than 1 inch. The material shall be of proper moisture content to compact readily to required density.

102-3.9 Embankment Construction. Embankments and fillings of all kinds shall, except as otherwise hereinafter set forth, be placed in approximately horizontal layers of thicknesses not exceeding 8 inches and each layer shall be separately and thoroughly compacted by means of heavy hauling equipment, tractors, rollers, pneumatic-tired vehicles or other effective compacting equipment. Hauling equipment shall be routed to distribute travel over the entire area of each layer of material and over the entire width of material in place, insofar as is practicable, and separate pieces of equipment shall not follow in the immediate tracks of preceding equipment.

In the immediate vicinities of curbs, walks, driveways, inlets, manholes and other items, in holes, and elsewhere where embankment and filling materials cannot be or are not reached by the heavy compacting equipment, the materials shall be compacted by pneumatic-operated, machine-operated or mechanical tampers.

Compacting of embankments and fillings, as above specified, shall be so performed and with such equipment as will provide density to the materials as hereinafter specified in Article 102-3.11.

Where, on account of the presence of solid rock in the embankment materials or on account of the materials being clean gravel or sand, compaction by the methods above described is ineffective; compacting by those methods may be modified, and other means of obtaining proper compaction may be used, subject to the approval of the engineer. In such cases, however, the placing of the materials in approximately horizontal layers will be required.

Where embankments are constructed predominantly of rock fragments, the thickness of the layers shall be as the engineer may direct but not greater than 3 feet. However, the placing of individual rock fragments having dimensions greater than 3 feet will be permitted provided (a) that they have no dimensions greater than 6 feet, (b) that clearances between adjacent frag-

tions that no damage or detriment to the work will result therefrom. In particular, hauling over embankment materials in place shall be limited to loads, speeds and times which will prevent creation of instability of the materials, and when such instability appears the hauling operations shall be modified or discontinued as required to avoid recurrence or continuation of said condition. Removal of unstable materials resulting from improper operations and the replacement thereof with stable material shall be done by the contractor as directed by the engineer, and all expense in connection therewith shall be borne by the contractor. Also, the roadbed shall be maintained in such condition that it will be well-drained at all times.

102-3.16 Slide Removal and Repair. Under this Article, the term "slide materials" shall refer to materials which originate outside of, beyond or back of the neat cross section of the roadbed and which slide or slough into or onto, or come upon, the roadbed during the period between the time the contract is awarded and the time that all work to be performed thereunder is completed and accepted. It shall not include overbreak in the sense that the term "overbreak" is commonly understood to apply.

The excavation work to be done under the provisions of this Article shall involve the excavating of slide materials and shall include such excavating and sloping work on and in the vicinity of slide areas as may be directed by the engineer. The earthwork under this Article shall include, also, the replacing with suitable materials of all embankments or portions of embankments that may slide or slough out from their specified cross section during the period between the time the contract is awarded and the time that all work to be performed thereunder is completed and accepted.

Slide materials and other materials excavated as herein provided shall be disposed of as the engineer may direct. Materials with which to repair or replace embankment slides shall be obtained from such sources as the engineer may designate.

The excavating and disposing of slide materials, the replacing of embankment, the restoring of roadbed and the shaping and sloping of affected areas, all as called for by the above provisions of this Article will be classed as "extra work" as provided in Article 4-4.

Excavations of materials originating within the neat roadbed cross sections will not be classed as slide material under any circumstances, but such excavation shall be classed and paid for on the same basis as applies to roadbed excavation.

102-3.17 Removal of Loose Rock From Slopes. After the main excavation in rock or rocky cuts is completed, the slopes of the

cuts shall be thoroughly tested with bars, or by some other suitable means, to make sure that no loose, detached, broken, or otherwise unstable rock remains unexcavated, and if any such rock is found, it shall be removed. Jutting points shall be removed, and the entire cut slope area brought to a safe, trim and neat condition. The materials removed under this provision shall be disposed of in the same manner as applies to the disposal of other excavated material.

102-3.18 Grading Planting Areas. As a part of the earthwork, the contractor shall perform special grading work on areas which are planned for seeding or planting work, generally referred to as planting areas. In general, planting areas shall be finished to smooth flowing lines, grades and cross sections established or designated by the engineer. Float rock, boulders, vegetative matter, and debris determined by the engineer as objectionable to intended development shall be removed from the areas to the extent and depth necessary to assure freedom thereof within 2 feet of the finished surface of the areas. Filling shall be with selected topsoil, loam soil or other soil substantially free of clay and stones insofar as such materials are available from required excavations.

102-3.19 Finishing and Cleaning Up. All roadbeds, ditches, and other excavations and embankments shall be trimmed reasonably close to the lines, grades and cross sections established by the engineer and shall be finished in a thoroughly workmanlike manner. They shall be in neat and well-finished condition at the time the project is completed and accepted. Roadbed side slopes in excavations and on embankments shall not be finished to a fine degree of perfection, but may be left with small horizontal ridges which would retard slippage of topsoil and retain fine ravelings.

Immediately prior to the completion of the earthwork, the entire right of way area shall be cleaned up and made free of debris and foreign matter of all kinds. Accumulations of dirt and other extraneous materials shall be disposed of in such manner as the engineer may direct.

Measurement

102-4.1 General. Quantities of earthwork to be paid for will be measured by the cubic yard and as set forth in the applicable provisions of Article 9-1.

The pay quantities of earthwork will be the number of cubic yards of materials acceptably handled and placed (a) in conformance to the pertinent specifications above given, (b) in conformance to the requirements of the applicable special provisions, and (c) in conformance to the directions of the engineer.

Except as set forth in Article 102-4.2, or unless otherwise set forth in the specifications or special provisions, the pay quantities of earthwork will be measured in original position (position prior to excavation).

Overhaul will be computed on pay excavation in yard station or hundred-yard-station units as set forth in Article 102-1.8.

When the pay items include an item or items given in the form "Extra For Selected ..... Material," the quantity to be paid for, in any instance, shall be the number of cubic yards of the respective kind of selected material placed in the work as specified, the pay quantity to be determined by cross-section measurement of the materials in their final position within the neat lines, grades and cross sections as shown on the plans or as established by the engineer.

Slide removal and repair, as set forth in Article 102-3.16, is to be performed as "extra work" under the provisions set forth in Article 4-4.

Watering of materials as set forth in Article 102-3.12 is to be measured as set forth in Section 108.

The measurement of pay quantities of earthwork will not include the volume of any material used contrary to the specifications and directions of the engineer, nor the volume of any free water or liquid.

102-4.2 Embankment Measure. As provided in Article 102-1.3 and when so indicated by the special provisions and bid items, roadway earthwork is to be performed on an embankment measure basis. Under this circumstance, the bid item applicable to the work will be "Embankment in Place," and the quantities will be measured by the cubic yard in embankment as set forth in the two paragraphs which follow.

The pay quantities of "Embankment in Place" will be determined by cross-section measurement of the material in place in final embankment position in the work as specified and in accordance with the directions of the engineer. The pay quantities of "Embankment in Place" will be limited to the neat lines of specified cross sections, lines, grades and slopes and above the ground or base elevations existing at the time embankment construction thereon begins. The pay quantities will not include additional quantities required due to (a) subsidence and settlement of the ground or foundation, (b) settlement of materials within the embankments, and (c) shrinkage, settlement, washout, slippage or loss regardless of cause; subject however, to the provisions of Article 7-32.

There is to be no measurement of overhaul on "Embankment in Place" materials.

Payment

102-5.1. The pay quantities determined as provided in Articles 102-4.1 and 102-4.2 will be paid for at the contract price per unit of measurement, respectively, for each of the particular pay items listed below that appear in the bid schedule, together with such other items in said bid schedule which, by special provisions, are included as pay items of earthwork to be performed under this Section 102.

The pay items may include all or any of the following, the letter prefixes being given for reference herein only:

(a) Ditch Excavation
(b) General Excavation
(c) Embankment Foundation Excavation
(d) Overhaul
(e) Special Borrow Excavation
(f) Embankment in Place
(g) Extra For Selected ———— Material
(h) Watering

Pay Items (a), (b) and (c) will have attached to them a classification designation as set forth in Article 102-1.7; and payment, when made at the respective contract unit prices, shall comprise full compensation for the excavating, selecting, handling, placing and compacting of the materials and for the hauling involved to and including a distance of 1,000 feet.

Payment for Item (d) Overhaul shall be applicable to Items (a), (b) and (c) and shall comprise full compensation for the hauling of such materials beyond the free haul distance of 1,000 feet.

Pay Item (e) Special Borrow Excavation will have attached to it a classification designation as set forth in Article 102-1.7; and payment, when made at the contract unit price, shall comprise full compensation for the excavating, selecting, handling, placing and compacting of the material and for all hauling involved.

Payment for Item (f) Embankment in Place shall comprise full compensation for the excavating, selecting, handling, hauling, placing and compacting of the materials and all other costs involved in the construction of the embankments involved.

Payment for Item (g) shall comprise full compensation for any and all extra or additional costs involved in the preserving, sorting, taking and handling of "Selected ..... Material," as such is described in Article 102-2.1, selected and placed as set forth in Article 102-3.8 and measured as set forth in Article 102-4.1; it being understood that such extra costs are those which

are not covered and included in the unit prices bid for some one or another of the other listed pay items.

In addition to payment for Items (a), (b), (c), (d), (e), (f), and (g), payment will be made for Item (h) Watering, which payment will be made as set forth in Section 108, and which payment shall comprise full compensation for the watering work connected with earthwork limited as set forth in Article 102-3.12.

Payment, as provided above, for the above listed items applicable to earthwork performed on the contract work under this Section 102 and for other bid items which become applicable to earthwork performed on the contract work under Section 102 by reason of the special provisions, shall be understood to comprise full and complete compensation for all labor, equipment, tools and incidentals necessary for all contract work specified for performance under or covered by this Section 102; except that slide removal and repair, as set forth in Article 102-3.16 will be paid for as extra work as set forth in Article 4-4.

FORM B-1-2(X) 10M 6-67
RECEIVED
OCT 13 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-5-2(41)91
6.2 17

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 9, 1967

Roy L. Houck Sons' Corporation
PO Box 671
Salem, Oregon 97308

Re: Bear Gulch-Canyon Creek
Contract 6518

NOTED
F.B. KLABOE

Gentlemen:

Your claim for additional compensation under contract item #6, extra for rock slope protection material, has been considered at some length. We do not concur that there is a valid basis for additional compensation to the contractor on this item. We believe the intent of our plan and specification limits payment on bid item #6 only to the "rock slope protection" zone as it is depicted on sheet 2-C of the plans. Your claim is therefore respectfully denied.

If you wish to present your arguments on this matter to higher authority we can, at your request, arrange a meeting for you with the Claims Review Board. This Board, with the Deputy State Highway Engineer as Chairman, consists of 5 top level administrative people who are somewhat removed from the day to day administration of this contract and is available for an impartial review of the facts and circumstances.

The procedure is informal. You may have a counsel present your arguments if you wish. The decisions of the Board are not binding on the contractor and are subject to review by the State Highway Engineer. If you wish to proceed in this direction please direct your request to John Bond, Secretary, Claims Review Board.

Very truly yours,

JAB:ss

Forrest Cooper
State Highway Engineer

cc: F. B. Klaboe
G. E. Rohde
L. R. Chandler
W. N. Hackleman

By: F D Morgan
F. D. Morgan
Construction Engineer

RECEIVED
OCT 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 11 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

Claim File # 4331

FILED
SEP 1967
CLAY MYERS

I-5-2(71)97

6-5-18

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
SEP 8 8 27 AM '67
CLAY MYERS
SECRETARY OF STATE

September 7, 1967

Morrison & Bailey
Attorneys at Law
17th Floor Standard Plaza
Portland, Oregon 97204

Attention: Mr. Richard A. Van Hoomissen

Gentlemen:

In today's mail we received a Notice of Claim filed with us in behalf of J. C. Denton & Sons, Inc., in the net amount of $2,253.68 for materials and labor supplied for Contract No. 6518 awarded to Roy L. Houck Sons' Corporation for work on the Bear Gulch-Canyon Creek Pass section of the Pacific Highway in Douglas County.

General Insurance Company of America through their agent, Updegraff Insurance Company, Inc., 776 Commercial Street S. E., Salem, furnished the performance bond on this contract.

Your claim will be noted in our records and a copy will be sent to the Secretary of State for filing. We also will notify the surety and the contractor that this claim has been filed.

Please let us know when the claim has been satisfied.

Very truly yours,

NOTE ON CARD
wlw

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
SEP 11 1967
OREGON
STATE HIGHWAY COMMISSION

FQ:wln

cc J. C. Denton & Sons, Inc.
Roy L. Houck Sons' Corporation
General Insurance Company of America

Commissioners
Hon. Clay Myers - Please acknowledge receipt of this claim on the attached copy of this letter.

NOTED
C. W. HEAD

WILLIAM H. MORRISON
RALPH R. BAILEY
JACK H. DUNN
JAMES G. SMITH
NATHAN L. COHEN
HOWARD K. BEEBE
ROBERT H. HOLLISTER
ROBERT R. CARNEY
FRANK E. MAGEE
THOMAS E. COONEY
RICHARD A. VAN HOOMISSEN
TOM P. PRICE
THOMAS S. MOORE
MORTON H. ZALUTSKY
DAVID C. LANDIS
PAUL W. JONES
WALTER H. GREBE
GARR M. KING
GEORGE M. JOSEPH

MORRISON & BAILEY
ATTORNEYS AT LAW
17TH FLOOR STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 224-6440

September 5, 1967

CERTIFIED MAIL

Mr. Floyd Query
Oregon State Highway Commission
Salem, Oregon 97310

Dear Mr. Query:

Enclosed herewith is Notice of Claim in connection with Oregon State Highway Contract No. 6518 which is sent to you as Clerk of the Oregon State Highway Commission. We would appreciate your acknowledging receipt of this Notice upon the duplicate copy attached and returning the copy to us in the enclosed self-addressed envelope. We are providing one additional copy for your use.

Very truly yours,

MORRISON & BAILEY

Richard A. Van Hoomissen

Richard A. Van Hoomissen

RVH:lt
Enclosures

Copy returned 9-6-67
76

RECEIVED
SEP - 6 1967
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

(Oregon State Highway Contract No. 6518)

To: Secretary of State, State of Oregon.
and
Clerk, Oregon State Highway Commission, Salem, Oregon

NOTICE IS HEREBY GIVEN that the undersigned, J. C. DENTON & SONS, INC., an Oregon corporation, with its principal office and place of business in Portland, Oregon, has a claim for materials and labor supplied in the installation of guide posts, guard rail, median barrier, rail end prices and guard rail blocks as a part of Oregon State Highway Contract No. 6518 under authority of a subcontract between J. C. Denton & Sons, Inc., and Roy L. Houck Sons' Corporation, for which labor and materials Roy L. Houck Sons' Corporation has become indebted to J. C. Denton & Sons, Inc. for the sum of $76,569.39, no part of which has been paid except the sum of $74,315.71, leaving a balance due of $2,253.68, plus interest at 6% per annum from November 1, 1966, until paid, which sum J. C. Denton & Sons, Inc. claims against the bond taken from Roy L. Houck Sons' Corporation as principal and The General Insurance Company of America as surety, for the work specified in Oregon State Highway Contract No. 6518.

Dated this 5th day of September, 1967.

J. C. DENTON & SONS, INC.

By A. W. Denton
President

Subscribed and sworn to before me this 5th day of September, 1967, in the State of Oregon and County of Multnomah.

Richard Wm. Thompson
Notary Public for Oregon
My Commission Expires: 8/2/71

Receipt of the above notice is hereby acknowledged the _____ day of _____, 1967.

OREGON STATE HIGHWAY COMMISSION

By _____

_____
Title

FORM E-123

RECEIVED
SEP 6 - 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
SEP 5 0 51 AM '67
CLAY MYERS
SECRETARY OF STATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Claim No. 4329
FILED
SEP 5 1967
CLAY MYERS
SECRETARY OF STATE

September 1, 1967

J. H. Baxter & Company
541 Pittock Block
Portland, Oregon 97205

Attention: Mr. B. D. Olberg

I-5-2(41)-11
6518

NO. ...N CARD

Gentlemen:

This is in reply to your letter of August 29 and attached invoice stating that J. C. Denton & Sons owes you $1,636.20 for material.

This appears to be in reference to the Roy L. Houck Sons' Corporation Contract No. 6518 for grading, paving, and signing on the Bear Gulch-Canyon Creek Pass Section of the Pacific Highway in Douglas County.

The General Insurance Company of America through Updegraff Insurance, Inc., 776 Commercial Street S.E., Salem, furnished the performance bond on this contract. We will advise them of the receipt of your claim letter and we will forward it to the Secretary of State for filing.

Please notify this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: [illegible]
[illegible]
[illegible]
[illegible]
Mr. [illegible] - Please acknowledge receipt of the attached claim of the material letter.

RECEIVED
SEP - 6 1967
OREGON
STATE HIGHWAY COMMISSION

WOOD PRESERVING 541 Pittock Block Portland Oregon 97205 Phone 503 227 2574

J H Baxter

August 29, 1967

Refer to: BDO-165

State Highway Department
State Highway Building
Salem, Oregon

Subject: Oregon State Highway Department #6518, Bear Gulch
Canyon Creek Section, Prime Contractor - Roy L. Houck

Attention: Floyd Query, Secretary, Highway Department

Gentlemen:

Please accept this letter as our notice of filing for payment on the above project. We now have an invoice dating back to September 30, 1966, and are unable to make satisfactory arrangements for payment.

The following invoice to J. C. Denton & Sons, P. O. Box 685, Beaverton, Oregon, is unpaid.

A-38322	9/30/66	$1636.20

Very truly yours,

J. H. BAXTER

B. D. Olberg

BDO:lmb

Enc.

cc

NOTED
C. W. HEAD

RECEIVED
AUG 30 1967
OREGON
STATE HIGHWAY COMMISSION

FILED

INVOICE

J. H. BAXTER & CO.

PRESSURE TREATED FOREST PRODUCTS
POLES – PILING

INVOICE NO.
A 38322

SEND REMITTANCE TO: J. H. BAXTER & CO., 120 MONTGOMERY STREET, SAN FRANCISCO, CALIFORNIA 94104

3450 WILSHIRE BOULEVARD
LOS ANGELES, CALIFORNIA 90005
DUnkirk 8-9591

120 MONTGOMERY STREET
SAN FRANCISCO, CALIFORNIA 94104
YUkon 2-0200

541 PITTOCK BLOCK
PORTLAND, OREGON 97205
CApitol 7-2574

P. O. BOX 563
RENTON, WASHINGTON 98055
ALpine 5-2421

BILLING OFFICE: ☐ ☐ ☒ ☐

S	P. O. Dobbin & Sons	S	P. O. Dobbin & Sons
O	P. O. Box 635	H	Port Dobbin-Oregon
L	Westerville, Oregon	I	Oregon
D		P	
TO		TO	

SHIPPED	CUSTOMER ORDER NO.	CONTRACT NO.	JOB NO.	REQUISITION NO.	OUR ORDER NO.
4/7/71	6318				[illegible]

SHIPPED FROM	F.O.B.	TERMS	VIA	FREIGHT ALLOWED
[illegible], Ore.	Plant - Eugene, Oregon	Net - 30	Barge	Collect

"CCA" Pressure Treated Douglas Fir - 10% Sap. Min.

313 Pcs.	8 x 8	5'1" Minimum @$4.35/Each	=	$ 213.13
657 Pcs.	8 x 8	1'3" Lumbing @$1.10/Each	=	$ 722.70
				$935.83

MATERIAL SHIPPED AS ORDERED

2 [illegible]

RECEIVED
AUG 18 1967
FORM E-30X—50M—7-66

SP°23811-734

FOR FILING
I-5-2(41)91
6518

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1967

SUBJECT: Bear Gulch-Canyon Creek Pass Section
Contract No. 6518
Roy L. Houck Sons' Corporation
Claim for Rock Slope Protection Material

To:
Mr. G. B. Rohde
Chief Counsel
BUILDING

At the June 16 meeting between yourself, Mr. Johansen, Mr. Morgan, Resident Engineer Hackleman and myself, it was decided to ask the contractor for a clearer presentation of his claim, particularly the specification basis for it.

The contractor has now submitted the attached folder of material titled "Claim for Damages". We are forwarding this to you for review and further consideration of the merit of the basis for claim.

We are still of the opinion that the Special Provision referring to Article 102-3.8(c) only equated the two materials "Rock Slope Protection" and "Rock Embankment" so far as a construction material or technique was concerned. Articles 102-4.1 and 102-5.1 are not mentioned on Page 6 of the Special Provisions. Where they are mentioned, on Page 7, it is under an entirely new heading, "Measurement and Payment", and under this heading the words "Rock Embankment" are not used. If it had been intended to instruct a bidder or contractor that extra payment was to be made for "Rock Embankment", here was the place to say so. If it had been intended to equate these two terms in all respects, there would have been no purpose of having two terms. We would have needed only one label on the typical sections and in the special provisions.

We would be glad to discuss this further with you after you have had an opportunity to reivew this new material from the contractor.

Please return the attached folder to this office.

RECEIVED
AUG 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer

By
John A. Bond
Staff Assistant

JAB:fw
Enc.
cc F. B. Klaboe
L. R. Chandler
W. N. Hackleman

RECEIVED
JUL 26 1967
FOR FILING

July 25, 1967

Morrison and Bailey
Attorneys at Law
17th Floor - Standard Plaza
Portland, Oregon 97204

Attention: Mr. Richard A. Van Hoomissen

Gentlemen:

In your letter of July 24 you request the acceptance dates of the State Highway Commission on two of the following contracts:

Contract No. 6451 (Roberts Mountain-Myrtle Creek Section) accepted March 23, 1967

Contract No. 6518 (Bear Gulch-Canyon Creek Section) accepted March 8, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C.W. Head, Assistant Secretary

fkn

RECEIVED
MAY 17 1967
FOR FILING

I-5-2(91)41
6419

May 16, 1967

Stach Construction Company, Inc.
P. O. Box 730
Grants Pass, Oregon 97526

Attention: Mr. Henry G. Stach
President

Gentlemen:

Thank you for your letter of May 15 stating that your claim in the amount of $4,022.11 has been paid in full by Roy L. Houck Sons' Corporation.

You state this is in reference to the Roy L. Houck Sons' Corporation Contract No. 6419 for work on the Bear Gulch-Canyon Creek Pass Section of the Pacific Highway in Douglas County.

This information is being noted in our records and we will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

cc General Insurance Co. of America
Huggins Insurance Agency
Roy L. Houck Sons' Corporation
Commissioners

CWH:flm

NOTED ON CARD

ROY L. HOUCK SONS' CORPORATION
Heavy Construction Contracting
1158 CHEMEKETA ST. N.E. SALEM, OREGON 97308
P.O. BOX 671 PHONE 585-5950

May 15, 1967

Cont. #6518 - V-21

Stach Construction Company, Inc.
P. O. Box 730
Grants Pass, Oregon

Gentlemen:

Attached is a copy of your acceptance of $4,022.11 in final payment on Contract #6518 which was received in our office May 9, 1967 and paid May 9, 1967 by our check $5780.

Would you please send a letter of acknowledgment to all of the interested parties that your claim letter, which was submitted to the Oregon State Highway Commission on May 10, 1967, is of no effect.

Very truly yours,

ROY L. HOUCK SONS' CORPORATION

Keith L. Waples

Keith L. Waples
Accounting Division Manager

KLW:nk

Attachment

cc: OSHD Commissioners
General Insurance Co. of America
Huggins Insurance Agency
Hon. Clay Myers

RECEIVED
MAY 16 1967
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

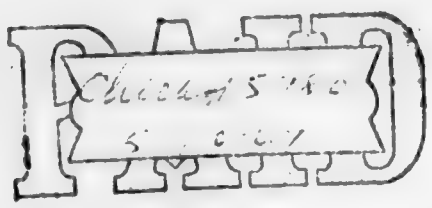
SUB-CONTRACTOR'S ACCEPTANCE

R.H. _____ TREAS. _____
C.H. _____ ACCT. _____
J.H. _____ SAFETY _____
MAY 9 1967
ENGR. _____ EQUIP. _____
JOB NO. _____ OFFICE FILE _____

TO: ROY L. HOUCK SONS' CORPORATION

STACH CONSTRUCTION CO., INC.
(Name of Sub-Contractor)

will accept
~~hereby accepts~~ the sum of Four Thousand Twenty Two and 11/100------ Dollars($ 4,022.11) as final payment for all work ~~performed~~ and material furnished, and acknowledges this amount, together with prior payments, to be payment in full for all claims against the said ROY L. HOUCK SONS' CORPORATION, under Contract # 6518 dated December 15, 1964 for Items 23 through 28 inclusive and Item 45.
(Description of work covered by contract)



STACH CONSTRUCTION CO., INC.
(Sub-Contractor)

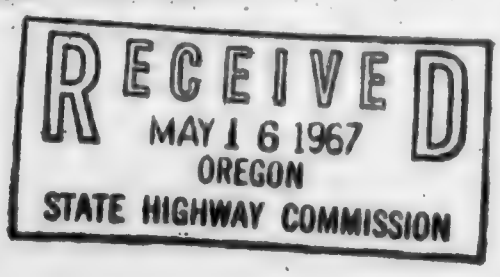
By Harry G. Stach

Title pres

SUB-CONTRACTOR'S REJECTION

TO: ROY L. HOUCK SONS' CORPORATION

By executing the attached voucher calling for payment of the sum of _____ Dollars ($_____), _____
(Name of Sub-Contractor)
does not acknowledge or accept the sum therein stated, together with prior payments, as payment in full for work performed and materials furnished to said ROY L. HOUCK SONS' CORPORATION, under Contract #_____, dated _____ for _____ and notice is hereby given that _____ reserves the right to sue ROY L. HOUCK SONS' CORPORATION in accordance with the provisions of said contract.



_____
(Sub-Contractor)

By _____

Title _____

FORM E-123X SOM 7-66

RECEIVED
MAY 18 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Fred Hill, Member
Helix

1 - 17

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 15, 1967

Roy L. Houck Sons' Corporation
1158 Chemeketa Street, N.E.
Salem, Oregon

RE: Bear Gulch-Canyon Creek
Pass Section
Contract No. 6518
Claim for Unpaid Water

Gentlemen:

This will reply to your February 3, 1967 letter to Division Engineer Chandler making claim for an additional 938.2 M-gallons of sprinkling water at the bid price of $3.00 per M-gallon, for a total amount of $2,814.60.

A majority of the additional quantity for which you seek payment was used for dust control including haul roads according to your tabulation. We have analyzed the sprinkling water records and find that payment was made for over 1,800 M-gallons used for dust control. The applicable specification provides for payment for water used for this purpose "that the Engineer may determine as necessary." We believe that payment was made for the necessary water. We believe, further, that the quantities of water for which no payment was made were known to your representatives on the project at the time, as well as the reason for the non-payment.

Most of the rest of the water you list was apparently used on base rock. We believe this represents water that was wasted either in the original processing and placing of the plant-mix stone base in which adequate water was paid for once as base rock, or was withheld because the contractor did not exercise care to protect the work from damage as required in Section 215-3.8 of the specifications.

Your claim for additional compensation for sprinkling water on this project is respectfully denied.

JAB:sg:fw

bc F. B. Klaboe
L. R. Chandler

Very truly yours,

Forrest Cooper
State Highway Engineer

RECEIVED
MAY 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

By F. D. Morgan

F. D. Morgan
Construction Engineer

RECEIVED
MAY 15 1967
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
REDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FOR
I-5-3(41) 71
Claim File #298

FILED
MAY 1 - 1967
CLAY MYERS
SECRETARY OF STATE

6211

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
MAY 15 10 46 AM '67
CLAY MYERS
SECRETARY OF STATE

May 12, 1967

Stach Construction Company, Inc.
P. O. Box 730
Grants Pass, Oregon

Gentlemen:

This is to acknowledge receipt of your claim letter of May 10, 1967, and attached estimate sheet stating that Roy L. Houck Sons' Corporation owes you for work in the amount of $4,022.11.

You state this is in reference to the Roy L. Houck Sons' Corporation, Contract No. 6518, for grading, paving, and signing on the Bear Gulch-Canyon Creek Pass Section of the Pacific Highway in Douglas County.

The General Insurance Company of America through Huggins Insurance Agency, 373 North Church Street, Salem, furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Will you please notify this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: General Insurance Co. of America
Huggins Insurance Agency
Roy L. Houck Sons' Corporation
Commissioners
Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

RECEIVED
MAY 16 1967
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Noted on card
CH

L. HOUCK SONS' ORATION
: 16-A

SUBCONTRACTOR ESTIMATE

Job Number 6518
Division
Date

To: Stach Construction Co., In
Address: P. O. Box 730
Grants Pass, Or Zip Code:
Contract: 6518
Estimate No: 2H Final
Work Performed To: 10/3/66

No.	Item	Unit Price	Total Quantity to date	Total Amount to date	Previous Amount	Present Amount
3	Concrete Invert Lining	7,00sy	1189.24	8324.68	8324.68	-0-
4	Multiplate Concrete Lining On	1,240LS	1.000	1240.00	1240.00	-0-
5	Class A Concrete	64,00cy	255.16	16330.24	16320.00	10.24
6	Metal Reinforcement	.141b	46529	6514.06	6514.06	-0-
7	Drift Rack	2,300LS	1.000	2300.00	2300.00	-0-
8	Trash Grate	300LS	1.000	300.00	300.00	-0-
5	Concrete Inlets Type G2M	160 ea.	32	5120.00	5120.00	-0-
				40128.98	40,118.74	10.24
	Retainage			-0-	4011.87	4011.87
				40,128.98	36106.87	4022.11
	Net Payment					4022.11

RECEIVED
MAY 11 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 9 - 1967
FOR FILING

May 8, 1967

Stach Construction Company, Inc.
P. O. Box 730
Grants Pass, Oregon

Gentlemen:

In reply to your note of May 5, final payment to Roy L. Houck Sons' Corporation on Contract No. 6518 was made on March 16, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:go

RECEIVED
[illegible]
FOR FILING

Fred W. Hill, Member
Helix

May 3, 1967

Oregon State Highway Commission

4/14

Gentlemen:

Last December, a slide occurred within the Canyonville Bear Gulch Section of the Pacific Highway in Douglas County which endangered Pacific Northwest Bell Telephone Company's coaxial cable. Temporary adjustments were made at that time and the telephone company is now anxious to perform the permanent relocation.

The State must bear the entire cost of this adjustment since this project has been accepted by the Bureau of Public Roads and the work has been determined by the Legal Section to be a State responsibility. We request your authority to negotiate with the telephone company on the basis that the State will reimburse it for the actual cost of this work which is estimated to be $18,300.

The matter was verbally approved by Chairman Jackson on May 2 and will be on the agenda for the June 8 meeting for your concurrence.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. R. Chandler

PGPsg jw

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 2, 1967

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Pacific Northwest Bell Coaxial
Cable Relocation
Station 413 to Station 420
Bear Gulch-Canyon Creek Pass Section
Pacific Highway-Douglas County

An on-site inspection of the subject-mentioned cable relocation area was made on April 28 in company with R.J. VanCleave, Division Soils Engineer.

Roadway excavations through the area disclose a schistosic shale formation with an undetermined depth (at least 10 to 12 feet) of soil overburden. Shift of overburden over firmer unweathered material causes trouble.

Widening into this unstable formation triggered slide conditions and flattening the upper portion of the slope became necessary.

Flattening slopes required two relocations of the coaxial cable during the life of the project. The attached print shows original location of the cable (colored green), the first move (colored red), and second move (colored blue). The proposed relocation, which will run along the toe of excavated slope from approximately Station 413 to 419, is shown by heavy black line.

An unstable nose from Station 413 to 415 represents the worst condition at the present. It should not be guaranteed that further movement of the overburden mantle will not occur here. Cracks are now visible in the first several feet at the top of slope.

While the remaining portion of the area (415 to 419) appears temporarily stable, it appears prudent to move from the top of slope to bottom at this time as planned.

State 10-3-49 } copies to ...
PNC ... - 46 }

F.D. Morgan
Construction Engineer

By
G.L. Decker
Assistant Construction Engineer

GLD:sg
Attach.
cc: T.W. Litchfield
R.J. Van Cleave

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 24, 1967

SUBJECT: Pacific Northwest Bell Co. Relocation
Station 413
Bear Gulch-Canyon Creek Pass Section
Pacific Highway-Douglas County

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

BUILDING

Last December, a slide occurred within the right of way near Station 414 which endangered the coaxial cable owned by Pacific Northwest Bell Telephone Company. With the State's approval, the telephone company made immediate emergency repairs to protect the cable which has prior rights in this area. X-permits have not been written for this section; but when they are, this area will be included.

During the life of subject construction project, a slide occurred just southerly of this area which required the coaxial cable to be relocated further up the hill away from the highway. Since this occurred during the construction, the Bureau of Public Roads participated in the adjustment.

It has now been determined by representatives of the State and the telephone company that this whole area is unstable and not a safe location for the cable. The telephone company proposes, and we agree, that the most logical location for the cable would be to bury it at the base of the cut-slope in the fall-out area.

It has been determined by our Legal Section that this move is reimbursable, and since the project has been accepted by the Bureau of Public Roads, it will be the State's obligation to reimburse Pacific Northwest Bell Company an estimated $18,300 for both the temporary and permanent work. This proposed relocation should alleviate any future danger to the cable in this area.

Since temporary adjustments are subject to outages, the company feels it is necessary to perform the permanent relocation as soon as possible. I am requesting, therefore, that you ask the Highway Commission at their meeting of April 25, 1967 to authorize the State to enter into an agreement with Pacific Northwest Bell Telephone Company, obligating the State to bear the cost of this work which is estimated to be $18,300.

F.D. Morgan
Construction Engineer

By
T.W. Litchfield
Utilities Liaison Engineer

PGP:sg

Original Installation by PNB 1947

Orig. Conflict with Const. May 1965

Conflict with Slide during Const. Sept. 1965 (Rds Relocated)

Conflict with further Slide development Dec. 1965 (Rds Relocated)

NW¼SE¼

SW¼SE¼

NE¼SE¼

SE¼SE¼

Orc. 05417

Proposal "A"

Proposal "B"

PRIOR R/W

Proposed Relocation

Dedication RW 2764 303.98

Slide development present

570'±

660'±

1050'±

1500'±

Original Installation by PNO 1947
Orig. Conflict with Const. May 1965
Conflict with Slide during Const. Sept. 1965 (Qs Relocated)
Conflict with Further Slide development Dec 1965 (Qs Relocated)

NW¼SE¼

NE¼SE¼

SW¼SE¼

SE¼SE¼

Proposal "A"

Proposal "B"

Slide developing at present

Proposed Relocation

Prior R/W

Ore. 05417

660'±

150'±

105'±

Coos

Jo Jule

RECEIVED
APR 20 1967
FOR FILING

SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 17, 1967

To: Mr. G.E. Rohde
Chief Counsel

BUILDING

SUBJECT: Bear Gulch-Canyon Creek Pass Section
Contract No. 6518
Roy L. Houck Sons' Corporation
Claim for Rock Slope Protection Material

Representatives of the Houck Corporation were in our office Friday, April 14, inquiring about the status of several unresolved items in which they are concerned, among them the subject matter. Mr. Johansen's March 2 letter to you suggests a meeting between yourself and people from our department to discuss further the State's position. If it is determined there is a valid basis for the claim, we will then have to more accurately determine the quantities involved, which will take additional time.

We will be available to confer on this at your convenience. It was discussed briefly with Mr. Porter a few weeks ago.

F.D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:sg

cc: F.B. Klaboe
L.R. Chandler

RECEIVED
APR 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 31 1967

March 31, 1967

Mr. J. F. Stillwell, Jr.
Stillwell Construction Co.
P. O. Box 186
Bellevue, Washington 98004

Dear Mr. Stillwell:

This is in reply to your letter of March 22, 1967, requesting the final quantities for signing items on State of Oregon Contract No. 6518, Bear Gulch-Canyon Creek Pass Section.

The information is as follows:

Item No.	Description	Quantity	Amount
67	Remove Sign Installation	100% (lump sum)	$ 52.00
68	Painted Wood Sign Posts	Lump Sum	See P.A. #7
69	Type "C" & "D" Signs in Place	164 sq. ft.	$697.00
P.A. #7	Change in Specifications	33.1% of Item 68	$267.78

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VG:ia

cc: R. L. Porter
F. B. Klaboe
L. R. Chandler
W. N. Hackleman

STILLWELL
CONSTRUCTION CO.

GENERAL CONTRACTORS
13306 S.E. 30TH ST.
P.O. BOX 186
BELLEVUE, WASH. 98004
SH 7-2900

March 22, 1967

Mr. W. N. Hackleman, Project Engineer
Oregon State Highway Department
P. O. Box 347
Canyonville, Oregon 97417

Re: Oregon Contract 6518
Bear Gulch-Canyon Creek Pass

Dear Mr. Hackleman:

We notice in the March 18, 1967, issue of the Daily Journal of Commerce that the Bear Gulch-Canyon Creek project has been accepted by the state.

Due to considerable changes in the signing we would appreciate knowing what the final quantities are for the signing items. Thanking you for your attention to this matter, we are

Very truly yours,

STILLWELL CONSTRUCTION CO.

By J. F. Stillwell Jr.
J. F. Stillwell, Jr.

JFS:mn

RECEIVED
MAR 22 1967

FOR FILING
6511

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 21, 1967

To: MEMO TO FILE

SUBJECT: Bear Gulch-Canyon Creek Pass Sec.
Pacific Highway (I-5)
Douglas County
Contract No. 6518

On this date, Sen. Cornelius Bateson called at the office in reference to his March 15 letter to Mr. Cooper concerning post-flood repairs to the Bear Gulch Section of I-5 near Canyonville.

Sen. Bateson was interested in the State's price agreement and extra work procedures. He inquired specifically as to the terms of a price agreement between Roy L. Houck Sons' Corp. and the State having to do with guniting the Canyon Creek channel that was made necessary because of winter floods. It appears that after the price agreement was negotiated, Houck sublet the work to Carl Halvorsen at a profit of 17.21 percent. Apparently, the Senator had been the recipient of a complaint that there was something irregular about the procedure and that someone had made a huge profit at State expense.

The Senator did not elaborate as to his source of information but stated that with the data we provided, he would put the fire out.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
R. B. Sipprell
F. D. Morgan
L. R. Chandler

RECEIVED
MAR 16 1967

FOR FILING

6511

CLASS OF SERVICE
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION TELEGRAM

W. P. MARSHALL
CHAIRMAN OF THE BOARD

R. W. McFALL
PRESIDENT

SYMBOLS
DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of ... is LOCAL TIME at point of destination

(25).

1 PRA075

1967 MAR 16 AM 11 48

PR EUA072 PD=EUGENE ORG 16 1103A PST=

REFERRED TO acctg Div. BY SECRETARY

FLOYD QUERRY=

OREGON STATE HIGHWAY DEPT SALEM ORG=

AS SURETY FOR ROY L HOUCK SONS CORP., WE CONSENT TO IMMEDIATE RELEASE OF FINAL PAYMENT IN CONTRACT 6518 BEAR GULCH=

GENERAL INS CO OF AMERICA
BY JAMES F DARBY ATTY IN FACT
520 SW 6TH SAFECO INC=

Ok to release Final payment F.Q.

WU1201 (R2-65) THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
MAR 13 1967

FOR FILING
I-5-2(41)71
6.17

March 10, 1967

General Insurance Company of America
Portland Service Office
209 S.W. 4th Avenue
Portland, Oregon 97204

Gentlemen:

Contract No. 6518 awarded to Ray L. Houck Sons' Corporation for grading, paving, and signing on Bear Gulch-Canyon Creek Pass Section of the Pacific Highway in Douglas County was completed on October 3, 1966, and accepted by the Highway Commission on March 8, 1967.

Final payment in the amount of $95,684.95 will be released to the contractor after March 17, 1967. The total contract amount is $3,711,049.28 including $479,068.78 for work performed under force account.

You have been advised previously of a claim filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Ray L. Houck Sons' Corporation
P.O. Box 671
Salem, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
MAR 9 - 1967

I-5-3(41) 91
4-5 18

March 8, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed October 3, 1966, on Contract No. 6518. The contract was with Roy L. Houck Sons' Corporation and was for grading, paving and signing on the Bear Gulch-Canyon Creek Pass Section of the Pacific Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 8, 1967, and that you concur in this procedure at the Commission meeting on March 14, 1967.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
L. R. Chandler

srb/cm

RECEIVED
MAR 21 1967
FOR FILING

6518

Roseburg, Oregon
February 1, 1967

RECEIVED
R. L. PORTE

Dear Gulch-Canyon Creek Pass
Contract No. 6518
Douglas County

R. D. Morgan
Construction Engineer
S A L E M

Attention: John Bond

As you will recall on January 31 during a conference in your office with Roy L. Houck Jr. it was brought up that he had submitted a claim on the subject project regarding Section 102, Article 102-3.8 (c) Embankment Slope Protection. This claim was handled by the Resident Engineer, W. W. Mackintosh, at the time it was submitted by the contractor with concurrence from the Division Office. I am enclosing a copy of the contractor's letter and the resident engineer's answer. It was felt at that time that matter was settled. However the contractor is still not satisfied with the decision.

Referring to Sheet 10 of the subject project you will note that there is a Rock Embankment item which refers to rock material that is to be placed in the bottom of the old creek channel and also on the outer slopes of the embankments. The item Rock Slope Protection is indicated for use in the channel change areas to prevent erosion of the new channel. Under the Special Provisions and the Article listed above, it states "The provisions of this article will apply to materials used in constructing 'Rock Embankment' and 'Rock Slope Protection' as indicated on the plans." This particular paragraph on the plans should have indicated to the contractor that he was going to have to construct this type of Typical Section. Under this same section, Additional Pay Item for Measurement and Payment, is listed "Extra for Rock Slope Protection Material" with no reference being made to the Rock Embankment. The Special Provisions for Roadway Earthwork Section 102 allow for special selecting and handling of excavated materials to be placed in embankment areas. The material placed as Rock Embankment was especially picked and sometimes directed by the engineer when necessary but there was no extra handling necessary. There was however, some extra handling and stockpiling of the Rock Slope Protection material which was used in the channel change.

C. W. M

It is still the recommendation of the Division Office that the contractor be paid only for "Extra for Selected Rock Slope Protection Material". The item Rock Embankment as indicated by the plans only indicates that the contractor is to use the rock on the job in such a manner that it is placed on the outer slopes of the embankment areas.

This item will be in the form of a claim from the contractor on this project at some later date.

John Quiner II
ASS'T. DIVISION ENGINEER

J. II:lf
Attach.

RECEIVED
MAR 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Canyonville, Oregon
February 1, 1966

Mr. Don Lemon, Project Supt.
Roy L. Houck Sons' Corp.
P. O. Box 712
Canyonville, Oregon

RE: Monthly Estimate
Contract 6518
Bear Gulch-Canyon Cr. Pass

Dear Sir:

This is in answer to your letter of January 27, 1966 concerning differences in estimated quantities as made by your corporation and those made by our engineering crew on the two items: General Excavation and Extra for Rock Slope Protection.

Your estimated quantity for General Excavation is approximately 8% larger than that as represented by our work. I assume your estimate is based on a load count. Ours is basically derived by cross-sections. I do not contend that our estimate is a representation of the exact quantity of general excavation made on the project. It is an estimate in accord with our information as of this date. Final remeasure has not been made. We are presently engaged in this work; and at the time it is completed and computed we will correct our estimate if necessary. I believe that there is a certain amount of error that can be expected with a load count method of estimate for in place quantities.

The other item you suggest that our quantities are out of order for is "Extra for Rock Slope Protection". You have listed quantities for: Bottom old Channel (entire project); Sta. 383 - 386 + 75 Rt; and Sta. Ln 377 + 50 to 381 Lt. It appears that you are indicating rock embankment areas as being a part of the "Extra for Rock Slope Protection" item. This is not as per the contract. Rock embankment is not an extra pay item. This has been explained to you and is very evident on the plans and in the Special Provisions.

Very truly yours,

W. N. Hackleman
Resident Engineer

WNH:rdc

cc: L. R. Chandler (w/Attach.)

RECEIVED
MAR 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

ROY L. HOUCK SONS' CORPORATION
Heavy Construction Contracting
1158 CHEMEKETA ST. N.E. SALEM, OREGON
P.O. BOX 671
DIALPH [redacted]
585-5950

January 27, 1966

Mr. W. A. Hackleman
Resident Engineer
Oregon State Highway Department
P.O. Box 347
Canyonville, Oregon

RE: Monthly Estimate No. 12, Project 6518

Dear Sir:

On previous Estimates there has been a substantial difference of quantities paid for by you, and quantities actually placed, by our records. The two areas of primary concern, are Bid Item No. 3, General Excavation, and Bid Item No. 6, Extra for Rock Slope Protection Material.

Under General Excavation our figures indicate a difference of 113,972 cubic yards, or $125,369.20 not paid for.

102-3.8(c) 3.7 For Extra for Rock Slope Protection your quantities are less than half those actually placed. We show no quantities paid for in the following areas.

Bottom old Channel (entire project)	12,333 cu. yds.	$12,949,65
Sta 383 to 386+75 RT	28,367 cu. yds.	$29,785.35
Sta LN 377+50 to 381 LT	15,910 cu. yds.	$16,705.50
TOTALS	56,610	59,440.50

These items represent a considerable amount of money, ($184,809.70), consequently, we would like to have this matter cleared up, and the quantities shown on the February 10, 1966 Estimate

Very truly yours,

Don Lemen

Don Lemen
Project Superintendent

cc: Roy L. Houck Jr.
Job File

R

Bear Gulch-Canyon Creek Pass Section

SECTION 8 - PROSECUTION AND PROGRESS

Article 8-7 Time for Completion of Work and Liquidated Damages

The work to be done under the contract shall be completed in its entirety not later than September 30, 1966.

8-11 Right of Way Delays

Where, in these Special Provisions, delays and limitations in the removal of improvements on properties and delays and limitations on access to right of way are set forth, it shall be understood that the provisions of Article 8-11 are to apply thereto only when such delays and limitations extend beyond the applicable dates or times set forth in said Special Provisions.

SECTION 100 - CLEARING, GRUBBING, REMOVAL AND DISPOSAL WORK

Construction

Article 100-3.3 Removal Work. Contrary to the provisions of this Article, a mechanical cutting device will not be required in making cuts through concrete pavement.

The barn located left of Station 225+70 is to remain the property of others until January 2, 1965. The contractor will not be permitted to use or remove the barn until this date.

SECTION 102 - ROADWAY EARTHWORK

Construction

Article 102-3.3 Plugging Abandoned Box Culverts. As a part of the earthwork to be performed, the contractor shall partially fill existing box culverts as indicated on the plans. No compaction of the materials within the box culverts will be required.

Article 102-3.7(c) Preparation of Embankment Foundations. Bituminous surfacings and portland cement concrete pavements remaining under new embankments shall be broken up as set forth in this Article.

Article 102-3.8(c) Embankment Slope Protection. The provisions of this Article will apply to materials used in constructing "Rock Embankment" and "Rock Slope Protection" as indicated on the plans.

Bear Gulch-Canyon Creek Pass Section

Article 102-3.11 Compaction and Density Requirements. Random fills constructed beyond the limits of "Compaction Requirement Limit" as indicated on sheet 20 of the plans will not be required to meet the provisions of this Article.

Measurement and Payment

Articles 102-4.1 and 102-5.1 Additional Pay Item. The item "Extra for Rock Slope Protection Material" will be a pay item on the contract and will be measured and paid for on the same basis as is set forth for the item "Extra for Selected _____ Material".

SECTION 106 - TRENCH EXCAVATION AND BACKFILL FOR INCIDENTAL STRUCTURES

Description

Article 106-1.1 Contrary to the provisions of this Article, excavation for footings in connection with the drift rack structure will not be considered as trench excavation, but is to be included in the price bid for the item "Drift Rack".

Construction

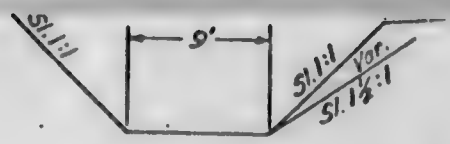
Article 106-3.2(b) Alternate methods of excavating within paved areas which are to be preserved Where the note "under pavement" appears on the plans it signifies that Article 106-3.2(b) is applicable at that location.

SECTION 200 - PREPARATION OF OLD ROADBED

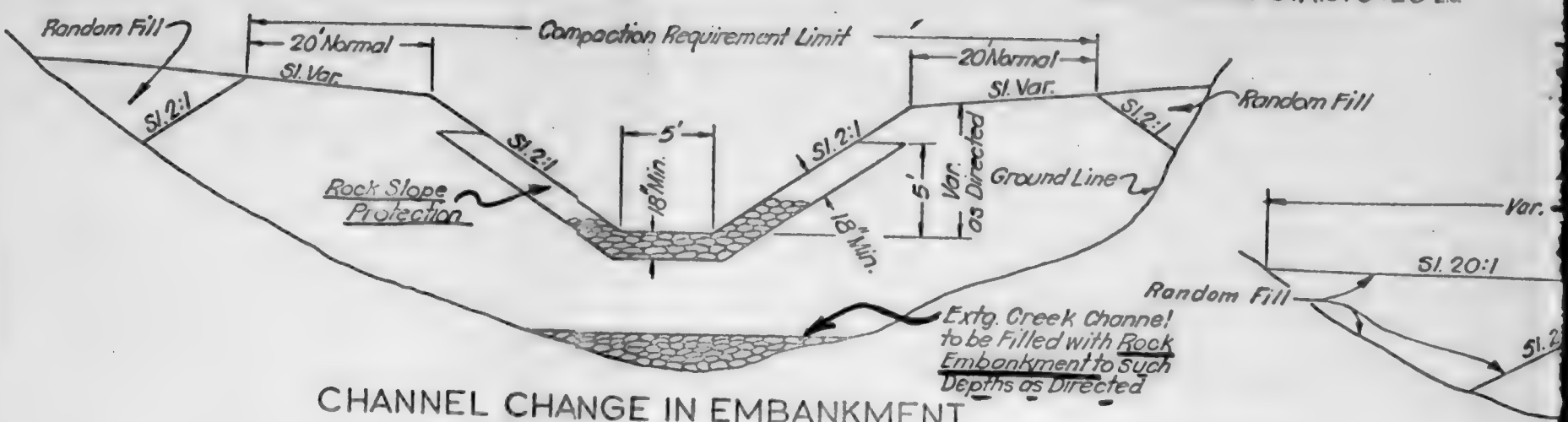
Construction

Article 200-3.3 Asphalt Pavements. Delete the provisions of this Article and substitute the following:

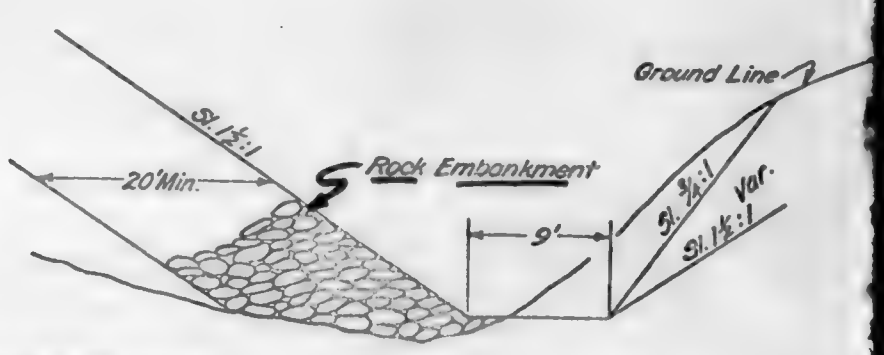
RECEIVED
MAR 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

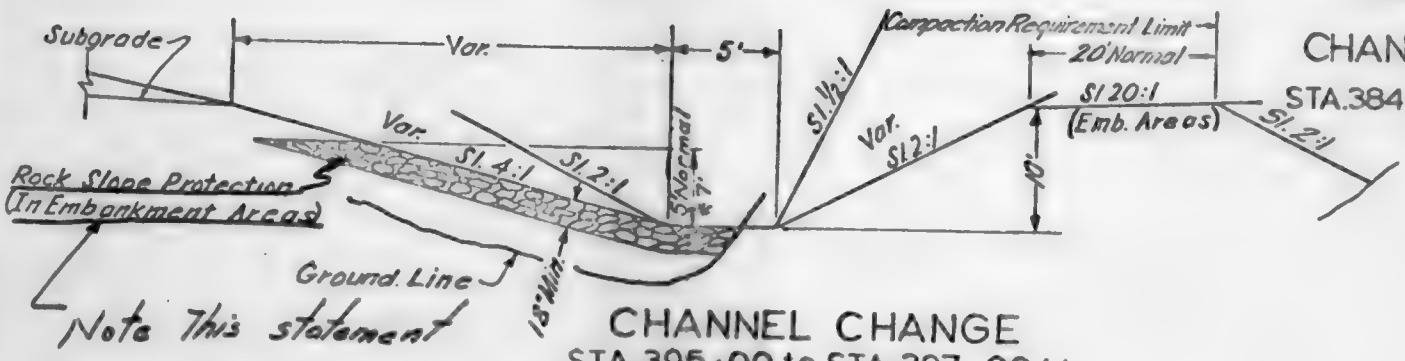


CHANNEL CHANGE
STA.377+00 to STA.379+20 Lt.



CHANNEL CHANGE IN EMBANKMENT
STA.381+50 to STA.395+00





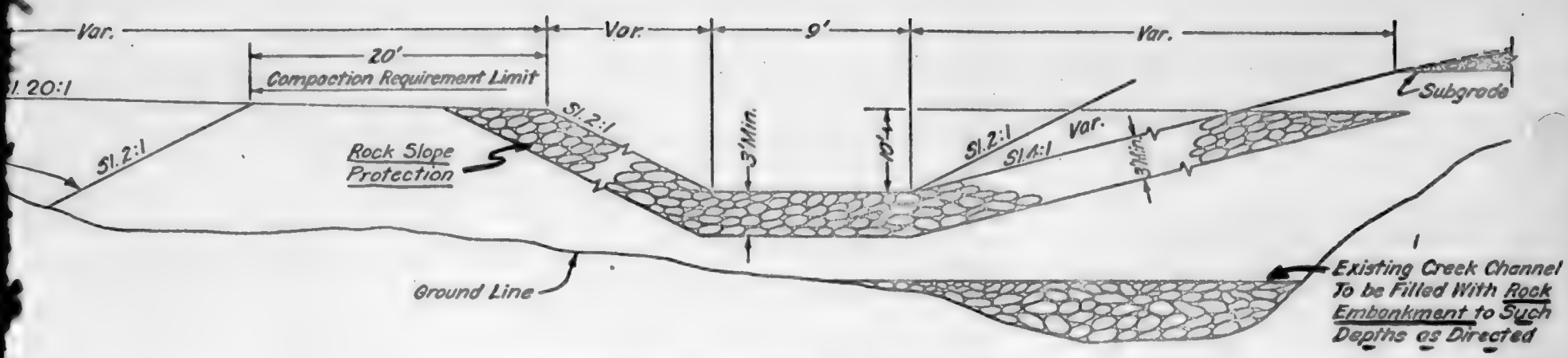
Note This statement

CHANNEL CHANGE
STA. 395+00 to STA. 397+00 Lt.
397+50 to 398+00 Rt.
398+00 to 402+00 Rt.

CHANNEL CHANGE
STA.384+50 to STA.387+00

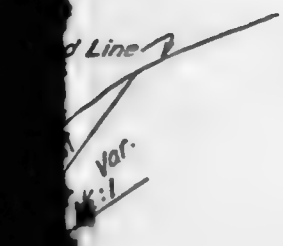
CHANNEL CHANGE IN EXCAVATION

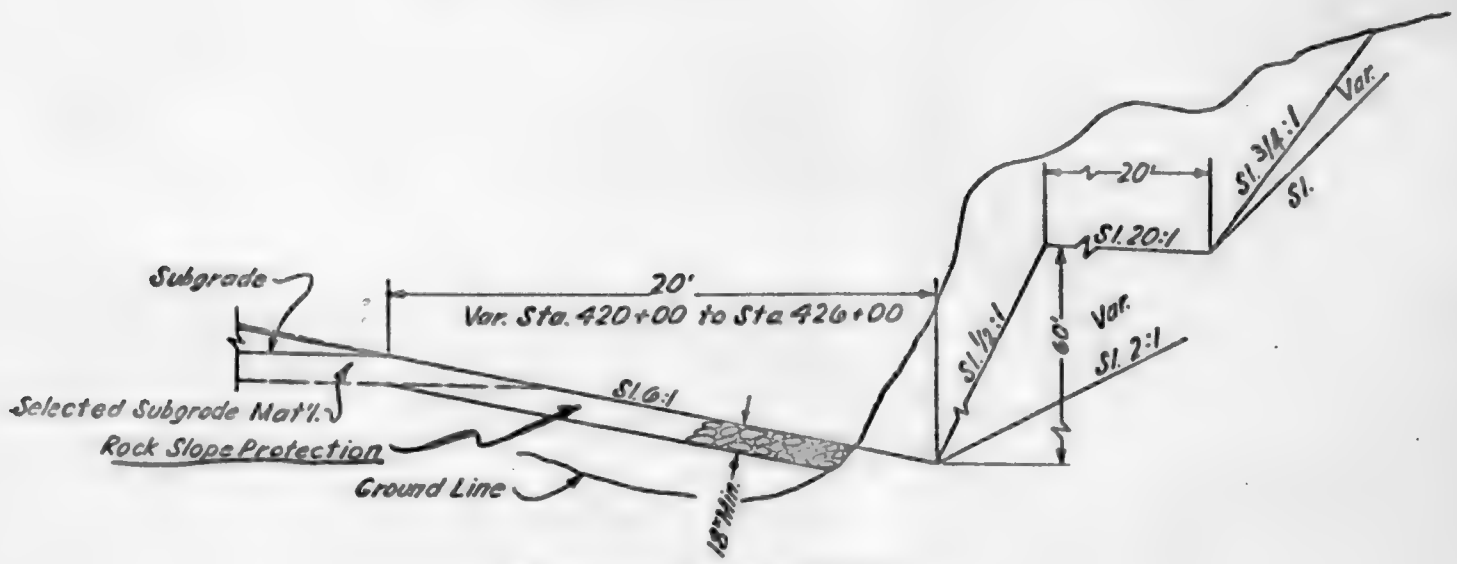
* STA.221+00 to STA.225+50
240+00 to 379+00



CHANNEL CHANGE IN EMBANKMENT

STA.240+00 to STA.377+00



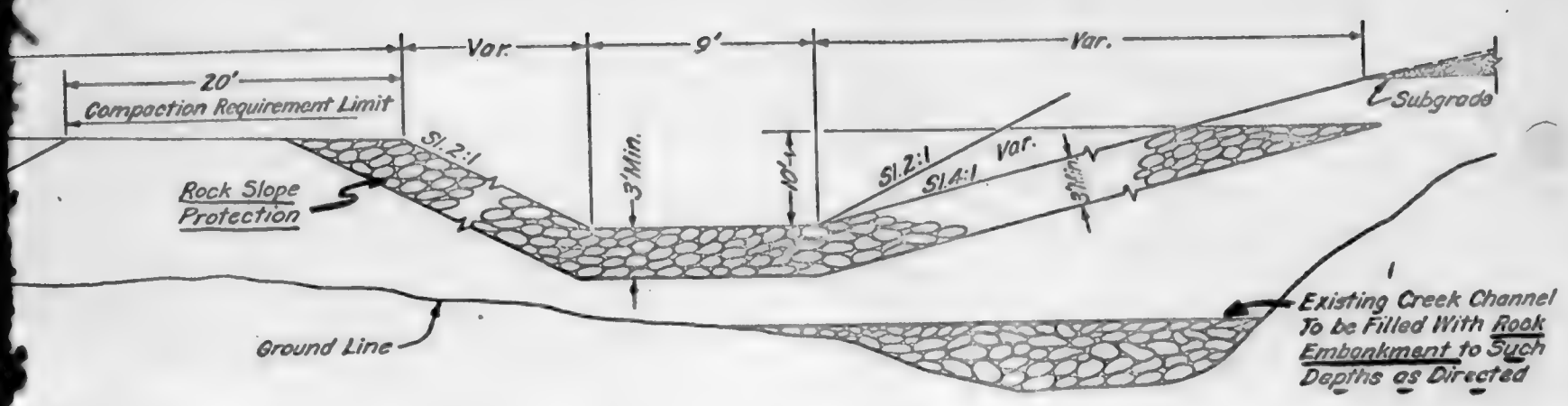


CHANNEL CHANGE

STA. 403+00 to STA. 426+00

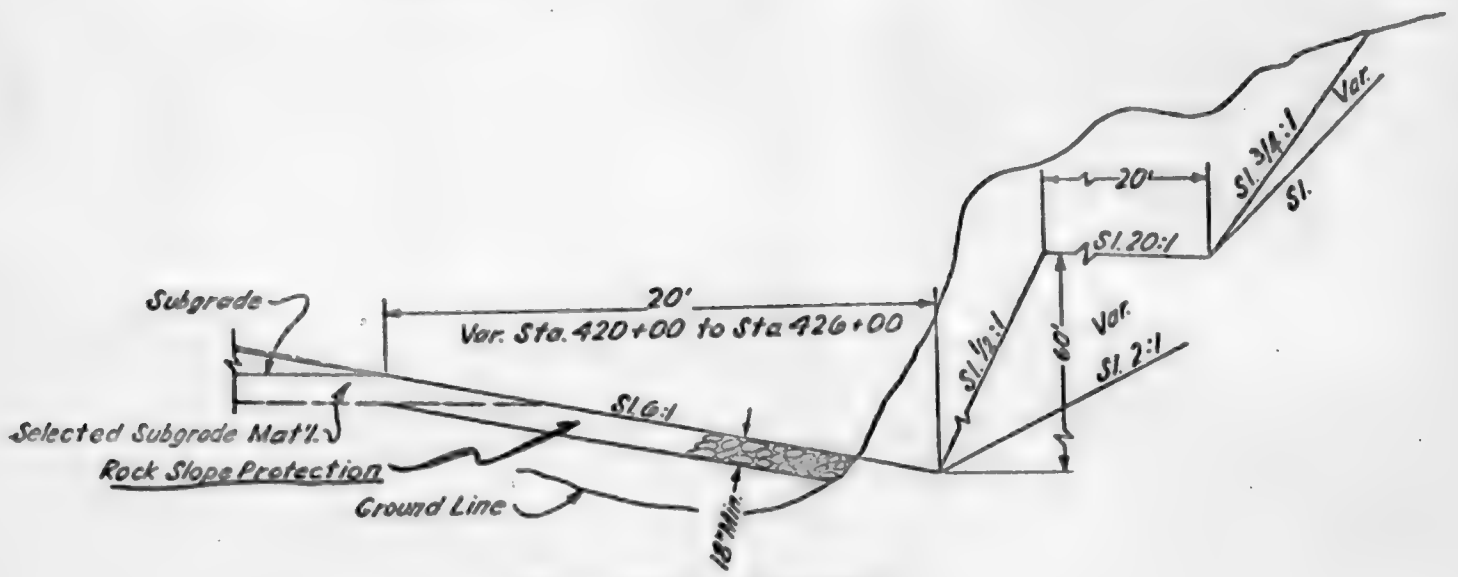
CHANNEL CHANGE IN EXCAVATION

* STA. 221+00 to STA. 225+50
240+00 to 379+00



CHANNEL CHANGE IN EMBANKMENT

STA. 240+00 to STA. 377+00



CHANNEL CHANGE

STA. 403+00 to STA. 426+00

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FEB 3 1967

SP°23687-734

FOR FILING
FEB 1 1991

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1967

SUBJECT: Bear Gulch-Canyon Creek Pass
Contract No. 6518

To: Mr. G.E. Rohde
Chief Counsel

BUILDING

A meeting was held yesterday with representatives of Roy Houck Sons' Corporation to discuss several areas of disagreement on several contracts that this company has recently completed. We believe one specific item should be considered further at this time from the legal standpoint. It concerns Bid Item No. 6 "Extra for rock slope protection material" on the subject contract, for which the unit bid price was $1.05 per cubic yard.

The disagreement arises from an interpretation of a special provision (a copy of which is attached) referring to Article 102-3.8(c) (1964 specs). Sheet 2C of the project plans (also attached) shows zones where "Rock Slope Protection" and "Rock Embankment" are to be placed. The contractor contends that Bid Item No. 6 applies to materials used in both of these zones. We contend that the bid item applies only to the zones identified as "Rock Slope Protection" on the typical sections. We think it was the intent of this specification for the "Rock Embankment" work to be done under the regular general excavation item as a part of the embankment construction.

Please review this matter and give us the benefit of your advice on the validity of our position. This involves some $50,000 as a potential claim.

F.D. Morgan
Construction Engineer

FDM/JAB:sg
Attachments

cc: F.B. Klaboe
L.R. Chandler

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FEB 2 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Bear Gulch–Canyon Cr. Pass		WEEK ENDING: December 16, 1966
		SECTION PREFIX: 610–1097
HIGHWAY: Pacific		COUNTY: Douglas
NAME OF JOB: Bear Gulch – Canyon Creek Pass	KIND OF WORK: Grading, Paving & Signing	
CONTRACTOR: Roy L. Houck Sons' Corporation	CONTRACT NUMBER: 6518	FEDERAL AID PROJECT NUMBER: I-5-2(41)91
DATE OF CONTRACT: 12-15-64	DATE WORK STARTED: 2-15-65	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: Orig. $3,564,900.56; Suppl. 646,049.44	SPECIFIED COMPLETION DATE: 9-30-66	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $3,957,455.96	ENGINEERING AUTHORIZATION: $ 253,504.04	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $4,058,457.00	ENGINEERING COST TO DATE: $ 253,736.16	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN 2.55 %	PERCENT OF AUTHORIZATION: 100.09 %	DATE PROJECT WAS COMPLETED: 10-3-66

Semifinal Estimate completed & delivered to Div. office Wed., 12-14-66

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100	212,000 T.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.7	3.7			3.7
MILES PARTIALLY COMPLETED					
MILES COMPLETED	3.7	3.7			3.7
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,510,000 cy.	163,000 T.			53,200 T.
TOTAL QUANTITIES CORRECTED TO DATE	1,613,447 cy.	152,000 T.			54,150 T.
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	Same	Same			Same
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7371-A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Rain			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY				
FRIDAY				
SATURDAY				

GLEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The first 3 days of this week the office crew (4 men) working on semifinal estimate. It was finished and turned in to the Division Office Wednesday, Dec. 14, 1966

3 man field crew transfering to [illegible] and doing preliminary work in Brookings.

THIS WILL BE THE FINAL REPORT ON THIS PROJECT.

SIGNED W.N. Hackleman LOCATION Brookings

W.N. Hackleman

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

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NOV 17 1966
FILES

6711

477 Cottage Street NE.
Salem, Oregon 97301

Mr. Dermont Cooper, State Highway Engineer
Salem, Oregon

November 15, 1966

08-35.9

for L. V. Pierson, Division Engineer
Salem, Oregon

Statewide Inspection-in-Depth Control No. 66-35-HES(245)36
Summary Report - Quantity and Cost Control - Phase 24

We have completed our Statewide Inspections-in-depth, Quantity and Cost Control, Phase 24. The inspections were made during June, July and August 1966.

We inspected 4 projects for this phase, 1 primary and 3 interstate projects. They were located in 4 of the 6 State highway divisions. You were furnished copies of the reports for each of the projects as follows:

Date	Report No.	Project No.	Division
July 13, 1966	11-66-IV(24)13	I-205-3(47)95	4 6738
August 3, 1966	23-66-III(24)15	I-5-2(41)91	3 6518
August 29, 1966	29-66-II(24)13	I-205-3(21)176	5 6795
August 31, 1966	33-66-II(24)13	F-135(7)	2 6773

Individual project exceptions and recommendations for corrections were discussed in each report and the State has already taken corrective action on most of these deficiencies.

Although the projects inspected were limited in number, our review indicates that the findings listed were either repetitive or of sufficient importance that corrective action should be taken on a Statewide basis.

1. On [illegible] projects inspected the progress payments made for work completed on a lump-sum basis were not adequately supported by [illegible]. There were no notes, memoranda or calculations [illegible] amount of lump-sum work completed, date completed or [illegible] payment entered in the progress estimate was documented.

NOTED
F. D. KLOOS

(more)

mig - Dermont
Yderup
11-25-66

2. On Projects I-80N-3(47)95 and I-5-2(41)91 there were approximately 20 weight memo books, Form E-82, which were not properly validated by the weighman.

3. On Project I-502(41)91 Material Receipts, Form E-10, for sprinkling did not show the station where the material was placed. In some instances Sprinkling Tally Sheets did not show quantities information to support the disallowance when the entire hauled quantity was not allowed. Some receipts were prepared the day after the water was placed. The result was that the material receipts and the tally sheets did not reconcile for a particular day.

4. On Project I-5-1(41)91 the quantities of asphalt incorporated into the project were not maintained on an "as used" basis. The contractor was supplying material from his asphaltic concrete plant to other similar projects at the same time. The payment to the contractor for asphalt is based on supplier invoice quantities, less the quantity remaining at the completion of an estimate period.

The quantities paid on progress estimates for these projects were determined by the average percentage of asphalt in the mixture as determined by daily tests. This procedure could result in the apportioning of unaccountable asphalt used to each project supplied from this plant.

The deficiencies disclosed indicate the need for strengthening the supervision over the preparation and maintenance of project field records. A uniform system, properly supervised and controlled, would assure compliance with the State's policies and procedures regarding documentation of work performed. This could be realized by an effective procedures review unit previously recommended. The improvement in the record keeping as a result of the support and direction by the Headquarters office would assure maximum Federal participation.

cc:
Region

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OCT 31 1966
FOR FILING

I-5(41) 91
6:17

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 26, 1966

To: MEMO TO THE FILES

SUBJECT: Bear Gulch-Canyon Creek Pass
Pacific Highway
Contract No. 6518
Final Inspection

The final inspection on this project was made on October 12, 1966 by the following personnel:

Paul Riedl, Area Engineer, Bureau of Public Roads
John Quiner, Assistant Division Engineer, O.S.H.D.
W. N. Hackleman, Resident Engineer, O.S.H.D.
M. D. Glenn, Field Testing Engineer, O.S.H.D.

The project as a whole was found acceptable by Mr. Riedl.

NOTED
F. B. KLABOE

In general, the riding qualities and appearance were satisfactory. There were, however, some features which could have been improved. The guard rail and median barrier were not aligned as well as they might have been and were installed to plan height above the present finished surface instead of the final grade after placing of future overlay.

Considerable patching along the longitudinal meet line on the north-bound lanes at the shoulder joint was unsightly. These were hand-placed and relatively thin patches which very possibly will flake off.

The possibility of use of several large level areas for future roadside parking was discussed. Mr. Quiner indicated he would have State maintenance forces cut off these areas by ditching and backsloping through the possible points of access to these areas.

M. D. Glenn
Field Testing Engineer

MDG:fp

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OCT 27 1966
OFFICE OF
STATE HIGHWAY ENGINEER

E

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OCT 20 1966
FORWARDING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 7, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 3, 1966, on Contract No. 6518, Bear Gulch-Canyon Creek Pass Section, in Douglas County, in connection with Federal-Aid Project No. I-5-2(41)91.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date: October 14, 1966

Conditions noted on above date:

This project was inspected on
10-12-66 and found to be
satisfactorily completed.

CTC:

RECEIVED
OCT 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

A. W. Parsons
Division Engineer

By: J. H. Girvin
Acting District Engineer

Refd to Young
10-20-66

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

6518

TO : Mr. Forrest Cooper, State Hwy Engineer
Salem, Oregon

DATE: September 20, 1966

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-2(41)91
Bear Gulch-Canyon Creek Pass
State Force Work Order No. 6

Reference is made to Mr. Young's letter of September 19, 1966 concerning the subject order.

We are approving the use of State Forces as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price for striping. The estimated total costs of the work to be done under this order is $886.93 with Federal participation of $798.24.

Enclosure

REFERRED TO
w/encl.
BY ASST. STATE HWY. ENGR.
9-26-66

STATE COPY

Form A-105—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Approved
Pursuant upon the submission of
detail specifications if additional
forms are required.
Aug [illegible] By W E Martin
Title
U.S. Bureau of Public Roads

Order No. 6

Project Name Bear Gulch-Canyon Creek Pass Date August 8, 1966

Highway Pacific Contract No. 6518 F. A. Project No. I-5-2(41)91

County Douglas Prefix 610-1097 Account No. 278-06

Description of Work To Be Done: Final striping of centerline and shoulders as necessary to prepare roadway to accept traffic upon completion of project.

Location by Station Numbers: 245 - 441 (Throughout project)

Estimate of Quantities and Costs:

Solid white 3-inch shoulder line 14.66 miles @ $46.00/mile	=	$674.36
Skip white 4-inch lane line 7.33 miles @ $29.00/mile	=	212.57
		$886.93

Explanation: This work requires the special equipment and experience that the State Forces are supplied with. Contractor not equipped to do work.
The work has not yet begun.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 4,210,950.00	
Present estimate of project cost, including $ 886.93 for work under this order	$ 4,385,310.73	
Expected ~~xxxxxxxx~~ over-run (amount)	$ 174,360.73	
Expected ~~xxxxxxxx~~ over-run (per cent)	4.15	

Submitted by: /s/ W. N. Hackleman, Resident Engineer

Approval Recommended: /s/ John A. Bond, For Construction Engineer or ~~xxxxxxxxxx~~

Approval Recommended: /s/ Jay B. Boyd, Assistant Division Engineer

Approved: /s/ L. H. Young, ~~xxxxxxxxxxxxxxxxxxxxxxxxxxxxxx~~ Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

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SEP 20 1966
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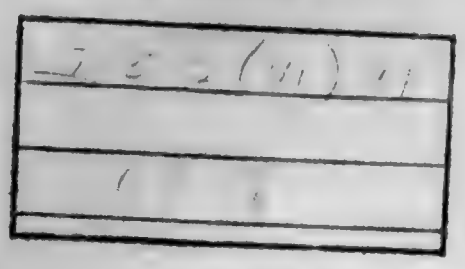

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r. . . arsons
ivision ngineer
ureau of ublic oads
4 ottage t. .E.
alem. regon

eer ir

Herewith for your consideration and approval are copies of rder for State force ork o. 4, Account o. 278 covering permanent pavement striping throughout pro ect on the ear ulch-anyon reek ass ection of the acific ighway in ouglas ounty, Contract o. 651 in connection with ederal-id ro ect o. -5-2 41)91.

This work is necessary for protection and guidance of the travelling public.

The contractor does not have the e uipment or personnel to do this work. The tate has trained personnel and specialized equipment to do the work more economically and expeditiously than by seperate contract.

This project was awarded prior to pril 28, 1966. Funds are available from deleted seeding and mulching on ro ects -313(10), -466 4) and -111(8) to cover the cost of striping on this roject. -5-2 41)91).

This work was tentatively recommended for approval by the rea Engineer, ugust 11, 1966. our approval as of that date, under the provisions of 21-.2 on actual cost basis, is re uested.

The estimated amount of the order is $856.93 with ederal participation of $798.24.

Very truly yours,

Forrest Cooper
tate Highway Engineer

y

. H. Young
ffice ngineer

CWT:ed

AUG 30 1966
FOR FILES

August 29, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: BPR Inspection in Depth Report
Quantity and Cost Control, Bear Gulch-Canyon Creek Pass Section, Project No. I-5-2(41)91

Following find comments and corrective action being or to be taken regarding the items noted in the Inspection-in-Depth Report on the Bear Gulch-Canyon Creek Pass Section, Project No. I-5-2(41)91. This is per your request in the letter dated August 12.

Regarding Section B, Summary of Findings, and particularly Item 1. Unvalidated Source Records, Item 2; Lump Sum Bid Items; and Item 3. Deficiency in the Maintenance of Water Tickets; the Engineer is able, by means of existing project diaries, personnel, et cetera, to correct or clarify the discrepancies as noted in the above items. This will be done prior to submission of the final estimate.

Regarding Item No. 4, Control of Quantities for Asphalt in Bituminous Base Mixture and Asphaltic Cement in Mixture, the contractor on this project was also the contractor on other nearly similar projects on I-5. He was supplying material from his asphaltic concrete plant to all of the various projects and often at the same relative periods of time. Therefore, the amount of asphalt used on any given project could not be determined alone by delivered invoice amounts. It will be necessary, through the record of actual mix tonnage used and asphalt determination percentage in the mix, to arrive at the asphalt used on each individual project. The tonnage of asphalt will, of course, have to correlate with the amounts of asphalt delivered and used on the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
L. R. Chandler

JHW:bjm:fp srb

RECEIVED
AUG 19 1966
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6518

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 16, 1966

Pacific Northwest Bell Telephone Co.
410 N. E. Clackamas
Portland, Oregon 97212

Attention: Mr. J. W. DeYoung, Jr.

Re: Telephone Cable Adjustment
Bear Gulch-Canyon Creek
Pass Section
Pacific Highway - Douglas
County
Cable Damage Between Station
208+00 and 215+00 Caused
By Slide

Gentlemen:

With reference to your letter of July 19, 1966, addressed to Mr. John E. Holcomb, Field Utilities Engineer, by Mr. K. C. Searcy, District Engineering Manager, I must advise you that you cannot be reimbursed for the cost of repair to cable damage by the slide inasmuch as this is clearly set forth in the permit which you have for the location of this cable on state property.

The applicable provision is on page 2, paragraph 12 of the permit. If you have any further questions, please do not hesitate to contact me.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:gw

cc: F. B. Klaboe
F. D. Morgan
Ted Litchfield
G. W. Ross

RECEIVED
AUG 19 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-123

RECEIVED
AUG 18 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
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PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-5-2 (41) 91

6518

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 16, 1966

Pacific Northwest Bell Telephone Co.
410 N. E. Clackamas
Portland, Oregon 97212

Attention: Mr. J. W. DeYoung, Jr.

Re: Telephone Cable Adjustment
Bear Gulch-Canyon Creek
Pass Section
Pacific Highway - Douglas
County

Gentlemen:

Please refer to our letter of December 29, 1964, regarding the above subject matter. Investigation by our engineers indicates that there was an error in the last paragraph on page one, Station 208+70 to Station 230+20. It has now been determined that 1,150 feet of the cable listed as occupying private property in the above-mentioned letter was in fact occupying park property under Permit No. 2443. Therefore, your list of conflicts and percentage of reimbursement in the above-mentioned letter should be revised as follows:

LIST OF CONFLICTS

Canyonville-Bear Gulch Section:

Station to Station	Length of Cable on Pub. Road R/W	Length of Cable on Private Property	Total Length of Cable in Conflict
Ln135+90 - 185+00	1,170'	3,885'	5,055'
Bear Gulch-Canyon Creek Pass Section:			
L208+70 - 217+25	1,195'	- - -	1,195'
L217+25 - 230+20	- - -	1,700	1,700'
L238+83 - 245+75	627'	70'	697'
L264+30 - 268+05		392'	392'
Ln421+10 - 428+43		740'	740'
	1,822'	2,902'	4,724'
Canyon Creek Pass-Azalea Section			
Crossing at LN 548+50	20'	130'	150'
TOTAL CONFLICTS	3,012'	6,917'	9,929'

The letter of December 29, 1964 should be further corrected to show that the State will reimburse your company for 69.7 per cent of the total cost of relocating the above cable pursuant to the provisions of Bureau of

Public Roads' Policy and Procedure Memorandum No. 30-4, issued December 31, 1957, and amendments and supplements thereto. It is requested that the company submit a cost estimate and sketch map for all work not completed.

All other provisions of our letter of December 29, 1964, shall remain as originally set out in said letter.

Very truly yours,

G. E. ROHDE
Chief Counsel

By Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:gw

cc: F. B. Klaboe
F. D. Morgan
Ted Litchfield (4)
John E. Holcomb
R. L. Lammert
A. L. Chapman
G. W. Ross
C. H. Maison
L. R. Chandler

RECEIVED
AUG 19 1966
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F.B.Klaboe

DATE: August 12, 1966

In reply refer to: 08-35.5/439

6518

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: L. R. Backlund
Administrative Manager

SUBJECT: Inspection in Depth, Control No. 35-66-EID(24)16
Quantity and Cost Control
Oregon Project I-5-2(41)91
Bear Gulch--Canyon Creek Pass Section

Enclosed is a copy of the inspection-in-depth report on the subject project.

The inspection revealed that source records are not being properly validated in accordance with your letter of instructions dated May 24, 1965. There were also other deficiencies contained in the report.

We would appreciate your comments on corrective action taken as a result of this report.

Enclosure

REFERRED TO
Haeum - Deason - Jones
Jr. Asst. State Hwy. Engr. w/encls.
8-19-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

35-66-EID(24)16

FORM PR-33D
(REV. 10-65)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate one) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Douglas	I-5-2(41)91

DATE OF INSPECTION	PHASE(S) INSPECTED
7-28,29-66	Quantity and Cost Control (Phase 24)

INSPECTION MADE BY	IN COMPANY WITH
C. C. Pike, Auditor R. O. Nelson, Engineer Trainee	W. N. Hackleman, Res Engr, OSHD R. R. Spivey, Asst Res Engr, OSHD R. D. Church, Office Engineer, OSHD A. L. Dean, Officeman, OSHD

REPORT PREPARED BY C. C. Pike
C. C. Pike, Auditor, Salem, Oregon

PROJECT INCLUDES

☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☐ MAJOR STRUCTURES ☒ OTHER (Specify) Signing

CONTRACTOR (Name and address)	CONTRACT AMOUNT
Roy L. Houck Sons' Corporation Box 671 Salem, Oregon	$3,020,300.50 PROJECT STATUS (% comp.)

LOCATION

Bear Gulch - Canyon Creek Pass Section, Pacific Highway
Stations 217+30 to 441+00

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

(Part of a Statewide Inspection-in-Depth)

BEAR GULCH - CANYON CREEK PASS SECTION
PACIFIC HIGHWAY

A. SCOPE OF INSPECTION

This inspection was on the procedures and practices employed at the project site to control material quantities and construction costs. The inspection included observation of material loading and weighing operations, material placing and inspection operations, preparation of weigh memos, material receipts, inspection and recording of quantities on Price Agreements, and other source documents. The practices and procedures for recording engineering time reports, equipment usage, and consumable supplies were reviewed. Field notes, calculation sheets, diaries, and other supporting data for items paid on progress estimates were also reviewed.

In our opinion the policies, procedures, and practices employed on this project are adequate to establish the reliability of the field records, with the exception of the findings presented in Part "B".

EDITION OF (5-64) IS USABLE

B. SUMMARY OF FINDINGS

1. Unvalidated Source Records

Weigh Memos dated 10-18-65 to 4-5-66 (Books 1 to 14 and Book 15 through ticket no. 041884) involving 52,347.7 tons of Plant-mix Stone Base, pay item no. 17, were not signed by the weighman.

Weigh Memos dated 10-26-65 and 10-28-65 (Book 1 and Book 2 through ticket no. 055903) involving 5,838.23 tons of Bituminous Base Mixture, pay item no. 18, were not signed by the weighman.

Weigh Memos in Book 1 and Book 2 through ticket no. 540876 involving 5,698.88 tons of Class B asphalt concrete mixture, pay item no. 20, were not signed by the weighman.

All other Weigh Memos were properly validated.

The recording of 182 lineal feet of 15F-41X9F-3 structural plate pipe arch, 7 ga., pay item no. 30, at station 268+40 was not dated or signed by the inspector making the entry in the field book. The 164.0 lineal feet of this pipe placed at station 285+70 was properly recorded, dated, and signed by field personnel.

The State Construction Engineer's memo to all Division and Resident Engineers, dated 5-24-65, regarding validation of source documents, including Weigh Memos, was on file in the field office.

Material Receipt Ticket, Form E-156, was used in lieu of Form E-10. Form E-156 provides a space for the signature of the weighman and the checker or inspector. The weighman's name was printed in the appropriate space by the State checker. This ticket, Form E-156, also has spaces for the gross weight and tare weights. These amounts were entered by the State Inspector from the weigh tickets. This is a needless clerical operation since this information is on the weigh memos.

2. Lump Sum Bid Items

Progress payments made for work completed on a lump sum basis were not adequately supported by field records for the following pay items:

1	Clearing and Grubbing
13	Preparation of Old Roadbed
24	Drainage Structure - Station "0" - 222+27

(more)

a. The field office notes for clearing were maintained on looseleaf computation sheets, listing the station and distance right and left for setting clearing stakes. This is in accordance with Section 4.3.2 of the Construction Manual. These computation sheets were not dated or signed. The field records did contain a computation sheet showing the percent of completion between certain stations and amount allowed on progress estimate for May 10, 1965.

b. There was no record of the estimated amount of completed work on lump sum pay item no. 13, Preparation of Old Roadbed.

c. The entire amount for the lump sum item of Drainage Structure was paid on progress estimate for work performed up to July 10, 1965. There was no record which actually showed this item to be complete, although the State Inspector's Diary for July 8, 1965 did show backfilling for the structure, which would indicate that the item was completed.

The Resident Engineer advised that he felt his signature on the progress estimate was proof enough that such work as allowed was completed for the period. The cause of this deficiency is due to lack of instructions to the resident engineers for documentation of completed work on lump sum items.

3. Deficiency in the Maintenance of Water Tickets

Material Receipt Tickets in general did not show the station where the material was placed. In some instances Sprinkling Tally Sheets did not show sufficient information to support the disallowance when the entire hauled quantity was not allowed. Some Material Receipt Tickets were made out and dated the following day after the water was used. This resulted in some confusion in comparing the tally sheets with the Material Receipt Ticket for the water used on a particular day.

These discrepancies were discussed with the Resident Engineer who advised that these deficiencies would be corrected, and that additional information would be included on the tally sheets. Some of the tally sheets listed the number of the Material Receipt Tickets issued for the quantity allowed. It was suggested that the Material Receipt Ticket numbers be shown on all tally sheets. This would be helpful in the verification of quantities and the reconciliation of tally sheet amounts with the material receipts. This procedure would also greatly reduce the time required to prepare the sprinkling quantities allowable on the semifinal estimate. This procedure or a similar procedure would be beneficial if implemented on a Statewide basis.

(more)

4. Control of Quantities for Asphalt in Bituminous Base Mixture and Asphalt Cement in Mixture

The State's procedure for payment of asphalt is based on invoices from the supplier for material delivered to the job site, minus any material left over at the end of the construction season, or upon completion of the project.

Asphalt invoices for the period of 10-25-65 to 4-28-66 totaled 895.49 tons. The contractor received payment for 462.0 tons on pay item 19 and 334.0 tons on pay item 21, for a total of 796.0 tons. The difference of 99.49 tons represents material not incorporated in this project.

The 796.0 tons was the total quantity paid to the contractor to July 10, 1966 on Progress Estimate No. 17.

The contractor was also furnishing this material for placement on other Federal-aid contracts in the vicinity. No actual computation of the quantities used on the other contracts had been made at the time of the inspection. The Resident Engineer advised that he would consult with the Resident Engineers of these Federal-aid projects to determine the quantities of asphalt used on each project. The total amount of asphalt used on other projects would be deducted from the supplier's invoices to determine the quantity applicable to this project.

The quantities paid on progress estimates to date were determined by the average percentage of asphalt in the mixture as determined by daily tests. Section 320-1 of the Standard Specifications provide a range of 4.5 to 6.5 percent asphalt. Asphalt quantities are verified as follows:

Pay Items 18 and 19 - 462 tons asphalt ÷ 10,400 tons mixture = 4.5%

Pay Items 20 and 21 - 334 tons asphalt ÷ 5,700 tons mixture = 6.0%

We do not believe that the State's practice of basing payment for asphalt on the suppliers' invoices to the contractor provide adequate control for quantities incorporated into the project. The invoices covering the delivery of asphalt to contractor's storage facilities are not verified at time of delivery by a State inspector nor is the inventory ever under the control of the Resident Engineer to account for all material used off the project.

(more)

C. RECOMMENDATIONS

1. Unvalidated Source Records

The State should strengthen supervision procedures to assure that all personnel assigned to specific operations are fully informed of the job requirements and the policies and procedures for the control and documentation of the work performed. All pertinent information to support construction costs should be accurate, complete, and validated. The provisions of paragraph 25, PPM 21-6.3, dated 12-22-64, and the State Construction Engineer's memorandum to all Division and Resident Engineers, dated 5-24-65, require the validation of source documents.

The installation of a sign in the scale house, signed by the Resident Engineer, to the effect that all weigh tickets should be signed by the weighman would aid in overcoming this deficiency.

2. Lump Sum Bid Items

The Highway Department should establish uniform procedures and specific instructions for the documentation of work performed on a lump sum basis. The instructions should include the basis for the Resident Engineer's estimate of work performed; i.e., lineal measurement, square foot, acreage, etc. Complete records should be kept to support the progress payments made on all construction items. The record should include the Resident Engineer's opinion regarding the acceptability of the completed work.

3. Maintenance of Water Records

The State Highway Headquarters and Division offices should strengthen their supervision procedures to include a review of record keeping at the project level. This would assure compliance with stated policies and procedures with regard to the control and documentation of work performed especially in those areas such as sprinkling which have been a source of repetitive audit findings.

4. Control of Asphalt Quantities

Payment to the contractor for asphalt in mixtures should be based on the measurement of asphalt incorporated into the project at the time it is placed and not on the basis of material received into the contractor's storage facilities, as evidenced by suppliers' invoices for shipments which were not receipted or witnessed by State inspectors.

(more)

This could be accomplished by including the asphalt in the bid prices of the asphalt concrete mixture as one bid item. The asphalt content could be specified with an adjustment in the pay item for a greater or lesser asphalt content as directed by the Resident Engineer. This could be specified in the standard or special provisions in the same manner as Portland Cement Concrete and the adjustment for asphalt content could be handled the same as "cement adjustments".

D. DETAILED REPORT

1. Weighing Operations at Scale House

The contractor furnished only one set of scales for weighing the rock surfacing materials and asphaltic concrete mixture. The scale was a L. R. Murphy Registering Beam Scale and was tested by the Oregon State Weights and Measures Department for the 1966 season on February 16, 1966.

At the time of the inspection the contractor was purchasing 3/4" - 0 Rock Leveling Course material from the contractor on Project I-5-2(46). The weighman was an engineering aid from the project reviewed, I-5-2(41). The scales were tested on June 13, 1966, by Oregon State Weights and Measures Department.

The Weight or Load Memo Tickets, Form E-82, at the time of inspection were properly validated and listed the gross, tare, and net weights in accordance with stated instructions on the cover of each ticket book.

The actual weighing of loaded and empty vehicles were observed. The scales balanced when not loaded. The scale platforms were clean and the scale house was adequate and all necessary supplies were available to the weighman. Empty trucks were weighed twice a day, in the morning and at noon.

The weighman, at the point of loading and the inspector at the point of placing, maintain an accumulative total from their tickets and reconcile totals on their tally sheets every 10 loads.

2. Placement of Material

The delivery of 3/4" - 0 Leveling Course on roadway shoulders and the preparation of Material Receipts, Form E-156, was observed. The inspector was properly preparing the material receipt from the Weigh Memo received from the truckdriver. This quantity was also entered on a tally sheet and the accumulated totals reconciled with the weighman's totals every 10 loads.

3. Payment for Plant-Mix Stone Base

Payment to the contractor on progress estimates are supported by the Daily Progress Report, Form E-238. This form shows the quantity placed each day and the accumulated totals to date, less any deduction made for excessive moisture content in the material. The daily quantity, entered on this form, is compiled from the Weigh Memos, Form E-82, prepared by the weighman.

(More)

The moisture content in the plant-mix stone base is averaged each day and the results noted on a special form developed by the Resident Engineer on the project. This form provides for all information necessary to compute the penalty for excess moisture. Copy of this form is attached as Exhibit I.

It is recommended that this form or a similar form be adopted for use on a Statewide basis.

4. Extra Work - Price Agreements

Observed gunite operation of mortar for lining of Canyon Creek, Stations LN-332 to 333+50. This work was approved by Public Roads on a price agreement, 5-26-66. Placement of the steel reinforcing mesh was started 7-25-66 with gunite operations beginning on 7-26-66. The contractor was working two shifts, and a State inspector was assigned to each shift.

The inspector maintained a computation sheet showing each batch of mortar mixed. Each batch contained 6 yards of mortar and listed the pounds of each size of aggregate, number of sacks of cement used, time and date of mix.

The Assistant Resident Engineer stated that they intended to issue a material receipt for the quantity placed each shift based upon the computation sheets.

At the time of the inspection the design mix of the coarse aggregate had been reduced due to the excessive "bounce out" of the larger material when placing. Reinforcing mesh steel was supported by steel invoices.

We believe that the above procedures provided adequate control of this work.

5. Personnel Timekeeping - Equipment Rental - Supplies Purchased

a. Each crew chief entered the hours worked for his crew each day on a "time report" maintained in the field office. Inspectors entered their own time. This included straight time and overtime worked. They also entered the equipment used each day. The office man reviewed these entries each day and then entered the straight time worked into a "time book" for a permanent record. At the end of the month the "time report" was typed from the time book. The overtime, or exchange time, and equipment rental was typed direct from this "time report" for submission to Salem Headquarters. The records listed car number 63-13, charged 1 day 6-28-66 to nonparticipating. The IBM Equipment Rental Report, Journal Voucher No. 57747, failed to post this charge of $4.20 to nonparticipating costs. This minor miscoding was caused by a key punch error.

(more)

b. Field purchase orders were signed by the Resident Engineer. The supplies received are listed on the second copy, then signed and submitted to Headquarters for payment.

c. Storeroom purchase orders for supplies from Headquarters are signed by the Resident Engineer, Assistant Resident Engineer, or office man. Receipt of these supplies are by visual count only, usually by the office man, and any missing articles are noted on the field copy.

Last order on file was a backorder for office supplies ordered in June 1966.

We believe the above practices provide adequate controls for this type of cost.

6. Material Testing

Laboratory and field test reports were on file at the project office. A review of these reports indicated that the number of tests required on all materials placed had been made.

Contractor: Roy L. Houck Sons' Corp.

Bear Gulch-Canyon Creek Pass
Contract No. 6516 I-5-2(41)91
Date _____

PLANT MIX STONE BASE

Mix F - La 5.75% Tolerance Limits 5.25% to 6.25%

Production for Day _____Tons Ave. Moisture Tests for Day _____%

Deduction in Tonnage for Excessive Water:

_____ Tons at _____% Excess Water = _____ Tons

Day's Production _____Tons Minus _____ Tons penalty

equals _____ Tons pay quantity for this date.

_____ Tons Previous Pay Quantity.

_____ Tons Total Pay Quantity to Date.

W. N. Hackleman
Resident Engineer

Contractor: Roy L. Houck Sons' Corp.

Bear Gulch-Canyon Creek Pass
Contract No. 6516 I-5-2(41)91
Date _____

PLANT MIX STONE BASE

Mix Formula 5.75% Tolerance Limits 5.25% to 6.25%

Production for Day _____ Tons Ave. Moisture Tests for Day _____%

Deduction in Tonnage for Excessive Water:

_____ Tons at _____% Excess Water = _____ Tons

Day's Production _____ Tons Minus _____ Tons Penalty

equals _____ Tons pay quantity for this date.

_____ Tons previous pay quantity.

_____ Tons total pay quantity to date.

W. N. Hackleman

Form 2-316—61f

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED

JAN 27 1966

G I P

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Bear Gulch-Canyon Creek Pass Date August 11, 1966

Highway Pacific Contract No. 6518

County Douglas Prefix 610-1097

Contractor Roy L. Houck Sons' Corporation F. A. Project No. I-5-2(41)91

Address PO Box 671, Salem, Oregon Order No. 4 Supplement 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Complete development of Packard Creek Quarry; drill and shoot a quantity of material thereof. Select, haul and place from quarry riprap protection for channel change. Haul & place selected rock materials for replacement of embankment material lost as a result of flood. Also, select riprap material from random area left of Sta. 390±, haul and place for channel protection left of Sta. 356 to 380, particularly near outlet of box culvert.

Location by station numbers:

Quarry approx. 1,000 feet East of Sta. "Ln" 315.
Random fill left of Sta. 390±.
Placement from beginning of project to Sta. 380.

Estimate of quantities and cost:

Original Auth. EWO #4 - - - - $ 4,000.00
Auth. on Suppl. #1, EWO #4 - 172,500.00

Suppl. #2 - - Equip. $20,870.00
Labor 10,000.00
Material 10,000.00
Contr. Allowance 6.130.50
Total $47,000.50

$223,500.00 net allowance for EWO #4, Suppl. #1 & #2.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Correction and protection work for channel change is necessary. Riprap to be placed will be 50% 2 cu.ft. or larger, estimated quantity 40,000 cu.yds. Embankment to be replaced estimated quantity 20,000 cu.yds. This order also includes other required repair work with the exception of concrete channel lining.

This supplement represents the apparent overrun of the described work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 4,120,950.00
Present estimate of project cost, including $ 47,000.50 for work under this order	$ 4,355,711.00
Expected ~~under-run~~ over-run amount	$ 144,761.00
Expected ~~under-run~~ over-run per cent	3.44%

Space to right of this line is for use of Salem Office

Submitted by: /s/ W. N. Hackleman
Resident Engineer

Approval Recommended: /s/ John A. Bond
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II
Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer~~ Office Engineer.

Asst.

State Printing

Form E-300—5M

COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement. Additional funds are required.
JAN 4 1966
[illegible] Martin
Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Bear Gulch-Canyon Creek Pass — Date June 22, 1966

Highway Pacific — Contract No. 6518

County Douglas — Prefix 610-1097

Contractor Roy L. Houck Sons' Corp. — F. A. Project No. I-5-2(41)91

Address P. O. Box 671, Salem, Oregon — Order No. 5, Suppl. #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Repair Flood Damage as Follows:

1. Regrade and replace with suitable materials, washed-out portions of roadway and channel change.
2. Reconstruct to line and grade, the channel change, including excavation of and disposal of stream-deposited materials, particularly in the area of Sta. 305=325 and otherwise where necessary; also including channel widening where necessary to allow for placement of riprap or other channel protection; also installation of velocity deterrents.
3. Cleaning, salvaging and replacing plugged and damaged pipe culverts.
4. Backfilling of pipes and other drainage structures.

Location by station numbers:

Throughout project.

Estimate of quantities and cost:

Labor	$ 6,100.00
Equipment	11,300.00
Materials	4,350.00
Subtotal	$ 21,750.00
Contr. Allowance	3,262.50
Total, Supplement #1	$ 25,012.50
Original Order	63,250.00
Total	$ 88,262.50

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work was necessitated by a flood occurring the first week of January, 1966.
Original estimate was inadequate to repair the damage.
Work started January 4, 1966.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,210,950.00
Present estimate of project cost, including $25,012.50 for work under this order	$4,358,590.00
Expected ~~XXXXXXX~~ over-run amount	$ 147,640.00
Expected ~~XXXXXXX~~ over-run per cent	3.51

Space to right of this line is for use of Salem Office

Submitted by: /s/ W. N. Hackleman, Resident Engineer
W. N. Hackleman

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved: /s/ L. H. Young ~~XXXXXX

RECEIVED
JUN 28 1966

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

MAY 20 1966

U.S. [illegible] Gp. I-P [illegible]

Project Name Bear Gulch-Canyon Creek Pass **Date** June 9, 19 66

Highway Pacific **Contract No.** 6518

County Douglas **Prefix** 610-1097

Contractor Roy L. Houck Sons' Corp. **F. A. Project No.** I-5-2(41)91

Address P.O. Box 671, Salem, Oregon **Order No.** 3, Supplement #2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Extra clearing, slide breakdown, repioneering and cleanup necessitated by additional slides; also the necessary extra work that may be involved in the selection anddeposition of these slide materials.

Location by station numbers:

Throughout the project, particularly at Sta. 262-268, 288-293, 336-338, 413-420, 420-430 & "C" 81-85.

Estimate of quantities and cost:

Equipment Rental , , , ...	$ 24,000.00
Labor, Materials & Supplies	10,000.00
Contractor's Allowance	5,200.00
Supplemental Total	40,000.00
Original Order & Suppl. #1	92,000.00
Total	$ 132,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Pioneering, clearing and cleanup of slides: required more work than was anticipated.

This work was not anticipated in contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,210,950.00	Space to right of this line is for use of Salem Office
Present estimate of project cost, including $ 40,000.00 for work under this order	$4,311,700.00	
Expected ~~under-run~~ over-run amount	$ 100,750.00	
Expected ~~under-run~~ over-run per cent	2.39	

Submitted by: /s/ R. R. Spivey, Ass't **Resident Engineer**

Approval Recommended: /s/ John A. Bond, for **Construction Engineer or ~~Bridge Engineer~~**

Approval Recommended: /s/ John Quiner, II, Ass't **Division Engineer**

Approved /s/ L. H. Young, **~~Deputy State Highway Engineer~~ ~~Assistant State Highway Engineer~~ or Office Engineer.**

State Printing

RECEIVED
DEC 1 3 1966
FOR FILING

REMEMBER CONSERVING BY WOOD PRESERVING

CREOSOTE - PENTACHLOROPHENOL - OPEN TANK AND PRESSURE TREATMENT

CASCADE POLE COMPANY

Western Red Cedar – Douglas Fir

POLES / POSTS / PILING

Telephone: FUlton 3-4477

P. O. Box 1622 PORT OF TACOMA ROAD

TACOMA, WASHINGTON 98401

SALES OFFICE, TREATING PLANT AND YARD AT TACOMA, WASH.

SHIPMENTS BY RAIL, WATER OR TRUCK

June 9, 1966

Mr. Floyd Query, Secretary
State of Oregon
State Highway Department
Salem, Oregon 97310

Dear Mr. Query:

Thank you for your letter dated June 8 regarding our claim in the amount of $2,079.20 for treated guard rail posts on Roy L. Houck Sons' Corporation Contract 6518.

We also wrote you requesting a claim for treated guard rail posts furnished to Olympic Fence Co. on Roy L. Houck Sons' Corporation Contract 6519 in the sum of $2,041.25. I assume you received this letter, however, a copy is attached for your reference.

Yours very truly,

CASCADE POLE COMPANY

G. R. McConnaughey

GRM:gb
Enclosure

RECEIVED
JUN 10 1966
OREGON
STATE HIGHWAY COMMISSION

June 3, 1966

Mr. Floyd Query, Secretary
State of Oregon
State Highway Department
Salem, Oregon 97310

Dear Mr. Query:

Our company hereby files lien for treated guard rail posts furnished on Roy L. Houck Sons' Corporation, Contract No. 6519 described as follows:

Contract No. 6519 - Grading, paving, signing and structure on the Glendale Junction-Coyote Creek Section of the Pacific Highway in Josephine and Douglas Counties.
Surety: General Insurance Co. of America
Agent: Huggins Insurance Agency
Estimat ed completion date: 9-30-66 (70% completed)

Notice is hereby given that the undersigned, Cascade Pole Company, has a claim for treated guard rail posts furnished to Olympic Fence Co. for use on Roy L. Houck Sons' Corporation, Contract #6519 in the sum of $2,041.25 against the bond taken from General Insurance Co. of America (Agent: Huggins Insurance Agency) for the treated wood guard rail posts.

Yours very truly,

CASCADE POLE COMPANY

G. R. McConnaughey

GRM:gb

RECEIVED
JUN 10 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 13 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FILING

6518

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 8, 1966

Cascade Pole Company
P. O. Box 1622
Tacoma, Washington 98401

Attention: G. R. McConnaughey

Gentlemen:

This is in reply to your letter of June 3 stating that Olympic Fence Company owes you $2,079.20 for treated guard rail posts.

This appears to be in reference to the Roy L. Houck Sons' Corporation Contract No. 6518 for grading, paving and signing on the Bear Gulch-Canyon Creek Pass Section of the Pacific Highway in Douglas County.

The surety on this project is the General Insurance Company of America through Huggins Insurance Agency, 373 North Church Street, Salem. We will advise them of the receipt of your letter and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid so that we can clear our records.

Claim File No. 179
FILED

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf
cc: General Insurance Company of America
Portland Service Office
209 S. W. 4th Street
Portland 4, Oregon

Huggins Insurance Agency
373 North Church Street
Salem, Oregon

Roy L. Houck Sons' Corporation
P. O. Box 671
Salem, Oregon

Mr. Jackson
Mr. Simpson

The Hon. Tom McCall
(P. S. Please acknowledge receipt of this letter on the enclosed copy.)

RECEIVED
JUN 13 1966
TOM M'CALL
SECRETARY OF STATE

NOTED ON CARD

TIMBER CONSERVING BY WOOD PRESERVING

CREOSOTE - PENTACHLOROPHENOL - OPEN TANK AND PRESSURE TREATMENT

SALES OFFICE, TREATING PLANT AND YARD AT TACOMA, WASH.

CASCADE POLE COMPANY

Western Red Cedar – Douglas Fir

POLES / POSTS / PILING

Telephone: FUlton 3-4477

P. O. Box 1622 Port of Tacoma Road

TACOMA, WASHINGTON 98401

SHIPMENTS BY RAIL, WATER OR TRUCK

June 3, 1966

Mr. Floyd Query, Secretary
State of Oregon
State Highway Department
Salem, Oregon 97310

Dear Mr. Query:

Our company hereby files lien for treated guard rail posts furnished on Roy L. Houck Sons' Corporation, Contract No. 6518 described as follows:

Contract No. 6518 - Grading, paving, and signing on the Bear Gulch-Canyon Creek Pass Section of the Pacific Highway in Douglas County
Surety: General Insurance Co. of American
Agent: Huggins Insurance Agency
Estimated completion date: 9-30-66 (70% completed)

Notice hereby is given that the undersigned, Cascade Pole Company, has a claim for treated guard rail posts furnished to Olympic Fence Co. for use on Roy L. Houck Sons' Corporation, Contract #6518 in the sum of $2,079.20 against the bond taken from General Insurance Co. of America (Agent: Huggins Insurance Agency) for the treated wood guard rail posts.

Yours very truly,

CASCADE POLE COMPANY

G. R. McConnaughey

G. R. McConnaughey

GRM:gb

RECEIVED
JUN 6 1966
STATE HIGHWAY COMMISSION

RECEIVED
JUN 7 - 1966
FOR FILING

COMMISSIONERS
[illegible], CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

91
6518

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 3, 1966

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland, Oregon 97212

ATTENTION: Mr. J. W. DeYoung, Jr.

Re: Additional Work
Stations 114-121, 286-294, and 420-446
Pacific N.W. Bell Telephone Company
Bear Gulch-Canyon Creek Pass Section
Pacific Highway - Douglas County
Project No. I-5-2(41)91

Gentlemen:

Your estimate and sketch map for the adjustment of the above-captioned facilities on this project, as submitted with your letters of March 7, 1966 and February 2, 1966, have been approved by the State and the Bureau of Public Roads. This will confirm our advance verbal authorization to perform this work as follows:

Station	Authorization Date
114-121	1-4-66
286-294	12-23-66
420-446	1-14-66

Reimbursement for work performed subsequent to the above listed dates will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
JUN 7 1966
STATE HIGHWAY DEPT.

PGP:bjm

cc: F. B. Klaboe
A. W. Parsons
L. H. Young
C. H. Maison
L. R. Chandler
W. N. Hackleman
J. L. Gunter
J. E. Holcomb

RECEIVED
MAY 23 1966
FOR FILING

May 23, 1966

Cascade Pole Company
P. O. Box 1622
Tacoma, Washington 98401

Attention: Mr. G. R. McConnaughey

Gentlemen:

This is to acknowledge receipt of your letter of May 16 stating that Olympic Fence Company owes you for guardrail posts (amount not stated) on Roy L. Houck Sons' Corporation, Contract Nos. 6518 and 6519. The descriptions of these two contracts are as follows:

Contract No. 6518 - Grading, paving, and signing on the Bear Gulch-Canyon Creek Pass Section of the Pacific Highway in Douglas County.
Surety: General Insurance Co. of America
Agent: Huggins Insurance Agency
Estimated completion date: 9-30-66 (70% completed)

Contract No. 6519 - Grading, paving, signing and structure on the Glendale Junction-Coyote Creek Section of the Pacific Highway in Josephine and Douglas Counties.
Surety: General Insurance Co. of America
Agent: Huggins Insurance Agency
Estimated completion date: 9-30-66 (70% completed)

The sureties on these contracts furnished the performance bonds to assure completion of the contracts and payment of all bills incurred in them. If you wish to protect your claim under the bonds, the claim should be filed with the Secretary of State within six months after the contracts have been accepted by the State Highway Commission.

Attached are excerpts from the Oregon laws outlining the filing procedures.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Att.

CWH:gc

TIMBER CONSERVING BY WOOD PRESERVING

CREOSOTE - PENTACHLOROPHENOL - OPEN TANK AND PRESSURE TREATMENT

SALES OFFICE, TREATING PLANT AND YARD AT TACOMA, WASH.

CASCADE POLE COMPANY

Western Red Cedar – Douglas Fir

POLES · POSTS · PILING

Telephone: FUlton 3-4477

P. O. Box 1622 PORT OF TACOMA ROAD

TACOMA, WASHINGTON 98401

SHIPMENTS BY RAIL, WATER OR TRUCK

May 16, 1966

State of Oregon Highway Department
Accounting Department
Salem, Oregon

Gentlemen:

Our company has supplied guard rail posts on Oregon State Contract 6519 (Glendale Junction to Coyote Creek) and Contract 6518 (Bear Gulch to Canyon Creek).

The posts were sold to Olympic Fence Company, 1615 Prospect, Olympia, Washington, who installed them for Roy L. Houck Son's Corp. P. O. Box 671, Salem, Oregon.

The posts were delivered in November 1965, and payment has not been made so we are in the position of considering a lien against these two contracts. Please notify us when the estimated completion date is covering both contracts.

We would appreciate receiving eight copies of Oregon State lien forms with your reply. Thank you for your help.

Yours very truly,

CASCADE POLE COMPANY

G. R. McConnaughey

G. R. McConnaughey

GRM:gb

Ck please reply

RECEIVED
MAY 17 1966

Form CD-121 (11-63) (Prep. by A.O. 406-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6518

DATE: May 9, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin for
District Engineer

SUBJECT: Oregon Project I-5-2(41)91
Bear Gulch - Canyon Creek Pass Section
Pacific Northwest Bell Telephone Company Utility Adjustment
Stations 114-121, 286-294, and 420-446

You were authorized to proceed with the actual adjustment on the subject project effective May 10, 1965. Subsequent to that date certain other adjustments were necessary because of slides or other causes, for which we gave verbal emergency authorization to proceed subject to our receipt and approval of the usual support documentation.

Mr. Litchfield's April 11 letter supplied the necessary documentation for this work. We now approve the plans, estimate, and agreement for the work at the subject stations, and we extend our May 10, 1965 approval of the contract method to cover this work. You are reminded of the necessity to include the Appendix A clauses of your Civil Rights Assurances.

We concur with your agreement with the subject utility concerning reimbursement policy at station 286 - 294, as stated in Mr. Litchfield's letter.

Furthermore we confirm our advance verbal authorization to perform the work as follows:

Station	Authorization
114 - 121	1-4-66
286 - 294	12-23-65
420 - 446	1-14-66

NOTED
F. B. KLABOE

Approval and reimbursement for the eligible portion of all the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

Sent to you 5-12-66
M Ingram
J Litchfield

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 2 - 1966
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 29, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Report on Slope and Channel Work
Bear Gulch-Canyon Creek Pass Section
Pacific Highway
Contract No. 6518

ATTENTION: Mr. Paul Riedl,
Area Engineer

NOTED
F. B. MABOE

Dear Sir:

Recently Mr. Paul Riedl, Area Engineer, requested a report regarding the construction of the rock slope protection along with information of the storm intensity which caused considerable damage to the channel and slopes on the subject project. Also requested was a brief outline as to what present plans were to correct or repair the slopes and channel.

In compliance with Mr. Riedl's request, attached find copy of a letter from our Resident Engineer, W. N. Hackleman, in which he discusses the original construction of the rock slope protection. Also attached are photos which show the slopes being constructed and brief notations about the work.

In addition, find attached a summary of findings by W. H. Tebeau, our Hydraulics Engineer, regarding the intensity of the storm which caused the damage.

The materials used in construction of the rock protection slopes were from excavation areas on the project. The rock is considered to be seamy and has a tendency to readily break down to smaller sizes when worked. Large rip-rap material is practically non-existant in this area.

Our investigations have proven that the best selected rock on the project was used for the rock slope protection and that the material fully complied with the requirements of the specifications. The attached photos show this construction of the slopes and the type of materials used.

The intensity of the storm according to our Engineers in the area equalled or exceeded any previous storms on record at this immediate area. The result, of course, was severe damage to the newly constructed channel and embankment roadway slopes. Your office has on file the pictures regarding this damage that were taken shortly after the storm.

Present plans for correction and reconstruction of the channel and embankment slopes are as follows:

The area, Station 325-395, which is southerly of Packard Creek quarry and whose creek channel grade is in excess of 5%, requires in some areas a lined channel. Plans are to place a gunite lined channel as needed in this area. Sides will be about 4" and bottom 6" in thickness. Wire mesh reinforcement will be used. Some perforated pipe drainage below the lining will be placed to relieve pressure. It is estimated some 2,000 - 2,500 lineal feet of lined channel will be required in this area.

From Station 245 to 325 the channel grade is somewhat flatter, it approximating generally 1 to 3 per cent. It is planned to use a gunite lined section at inlet and outlet ends of the culverts of the main channel in this area as sharp bends occur in the channel alignments at these places. At the rest of the damaged areas of this section the embankment slopes will be rip-rapped if enough suitable material can be procured. If it is found that it is not economical to obtain material of proper size for rip-rap, the slopes will be lined with a smaller size rock and grouted with gunite. The bottom of the slope on the roadway side will be trenched in to eliminate washout underneath the lined section.

Very truly yours,

F. D. Morgan
Construction Engineer

By John H. Walker
John H. Walker
Assistant Construction Engineer

JHW:bjm
Attachments

cc: F. B. Klaboe
L. R. Chandler

FORM E-20 SOH 2-65 SP°6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1966

SUBJECT: Bear Gulch-Canyon Creek Pass Sec.
Contract 6518

To: Mr. F. D. Morgan
Construction Engineer
OFFICE

ATTN: Mr. John H. Walker

In the portion of the channel above Packard Creek, it has been estimated that velocities in excess of 30 feet per second were prevalent resulting in discharges in the order of 700 second feet during the January, 1966 runoff. Below Packard Creek velocities were somewhat less - being in the neighborhood of 15 to 20 feet per second. The runoff, as observed, was of an unusual nature and is presumed to be greater than a 50-year flood.

Flow in the channel will be in the supercritical region because of the channel gradients; therefore, the type of protection considered should be governed by the concept of supercritical flow. Because of the high velocities expected in the channel, it has been determined that riprap sizes to provide adequate protection would need to range from 4,000 lb. stone for the lower velocities to 20,000 lb. stone for the higher velocities.

W. H. Tebeau

W. H. Tebeau
Preliminary Studies Engineer

WHT:rw

Canyonville, Oregon
March 29, 1966

L.R. Chandler,
Division Engr.
Roseburg, Oregon

ATTN: John Quiner

Bear Gulch-Canyon Creek Pass Xection
Pacific Hwy. Douglas County
Contract #6518, Prefix 610-1097

Report; Rock Slope Protection

January 10 and January 11, 1966, Mr. John Quiner II, Mr. John Walker and Mr. P.V. Reidl inspected the damages to the subject project as resulted from the flood of January 2 and 3 of this year. The relocated channel for Canyon Creek was severely damaged and a substantial amount of the slope protection material was lost via the action of this flood. This flood was of an extreme nature and Canyon Creek maintained a very high level for over 24 hours. There was at the aforementioned time some discussion as to the quality of material that had been used on the project for channel slope protection. In this regard Mr. Quiner and Mr. Walker suggested that I prepare a report explaining the procedure of selection and placing of the "Extra for Rock Slope Protection" item. This is the purpose of this letter.

The subject project's contract plans and specifications listed an item , "Extra for Rock Slope Protection Material". The plans for the project contain typical sections that show this material to be placed as protection along the slopes of the chann el changewhere the channel change is constructed in embankment areas. Minimum thickness and heights for the slope protection material are shown on the typical sections. Specifications for the aforementioned item on the project are limited to the general specification for selection of materials within the earthwork item as given in the standard specifications section 102, article 3.8

Not withstanding the general nature of the specifications for the item, the contractor was informed that the rock slope protection should be composed of material that had required blasting. This direction was made before any of the channel slope protection was placed. Rip material was allowed for portions of the old channel fill where rock embankment was specified but no extra payment involved. I believe that the contractor has made substantial compliance to this directive.

The contractor elected to place the rock slope protection with his normal earthwork equipment. The rock was loaded into International Payhaulers and hauled to the embankment slope areas where compaction was performed by Caterpillar or large Michigan dozer. Therefore rock slope protection wa obtained in greater thickness than the minimum of 3 feet indicated oñ the plans because the equipment used requiredapproximately 20 feet of working space. The contractor had full realization that payment for the "Extra for Rock Slope Protec tion" item would be made on a neat section basis to the minimum thickness as indicated on the plans. Staking of the channel change was performed and the contractor held his embankment 3 feet or more below flow line grade then came in with the selected materials for the slope protection usually in conjunction with the adjacent embankment material sometimes on a different lift elevation. Frequent checks were made to determine if widths and thicknesses were adaquate but more often to establish control for alignment and grade of the channel. A grading inspector was on the job at all times during the performance of this work.

There are numerious entries in diaries and reports of record for the project regarding the rock slope protection. We have a few pictures of this material made prior to the flood. The contractor had pictures of the material made during placement operations that can be made available.

W.N. Hackleman,
Resident Engr.

WNH:ad
cc: L.R. Chandler
Div. Engr.
File.

FORM E-123X BOM 7-65

RECEIVED
APR 13 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 11, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Pacific Northwest Bell Telephone
Coaxial Cable Relocations
Bear Gulch-Canyon Creek Pass Section
Pacific Highway - Douglas County
Project No. I-5-2(41)91

Dear Sir:

Two copies of Pacific Northwest Bell Telephone Company's letter of February 2, 1966 which summarized several coaxial cable relocations necessitated by slides were furnished you on March 1, 1966. Herewith you will find the following additional data pertaining to this project:

1. Two copies of the company's estimate of cost for doing this work dated March 10, 1966.

2. Two copies each of sketch maps prepared by the company showing the work to be done.

3. Two copies of Mr. Holcomb's letter of February 8, 1966 which furnishes details for the various projects and specifies the dates we were authorized to proceed with the work by your office at these various locations.

4. Two copies of Mr. Holcomb's Memo to the Files for this section dated February 16, 1966 concerning C.W.O. No. 2 (Station 290).

After a field inspection by Mr. Holcomb and Mr. VanCleave on December 23, 1965, it was the State's opinion that the relocation, as approved by the State and Bureau of Public Roads, detailed in the undersigned's letter of December 6, 1965, and in progress at this time, was in danger of further disturbance from the existing slide in the area. The State was prepared to authorize the company to relocate their cable at a different relocation to alleviate this problem.

The telephone company was of the opinion that the existing temporary relocation was also in danger and it would be to the interest of their rate payers to continue in the present relocation in order to prevent an outage. This work progressed to a point where only the cutting over of the original cable was yet to be performed. At this point, the telephone company agreed with the State that a different relocation further away from the slide area would be the best solution to the problem, since the original temporary relocation was apparently in no immediate danger.

It was agreed at our meeting with the company on February 16, 1966 that the State would reimburse the company for all work performed prior to December 23, 1965 and that the company would not bill us for any work accomplished after that date at this location. This is detailed in the next to the last paragraph of Mr. Holcomb's Memo to the Files of that date.

This proposed revised relocation, as detailed in the company's letter of March 7, 1966, has been determined to be the most economical one which places the cable in a position away from the potential slide.

Since the company is not adequately staffed to perform the excavation, cable laying and backfill, they request the contract method for this work; the work to be performed by their present contractor at bid prices.

Your approval of this agreement, including the use of the contract method as evidenced above, and authorization to proceed with the work as specified above under the provisions of PPM 30-4 is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm:fp
Attachments
cc F. B. Klaboe
V. L. Gallagher (2)

RECEIVED
APR 13 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 23 1966
FOR FILING

March 21, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 - Supplemental No. 1 covering additional drilling and shooting to complete the development of the Packard Creek Quarry on the Bear Gulch-Canyon Creek Pass Section of the Pacific Highway in Douglas County, Contract No. 6518 in connection with Federal-Aid Project No. I-5-2(41)91.

This work is necessary to furnish, haul and place selected rock materials for replacement of embankment materials lost as a result of flood in January 1966. Also furnish, haul and place select riprap for random fill left of Station 390 and for channel protection left of Station 356 to 380, particularly near outlet of box culvert.

This work was tentatively recommended for approval by the BPR Area Engineer. Your approval as of the date of the original order, which was approved by the BPR January 27, 1966, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:jb

RECEIVED
MAR 18 1966
FOR FILING

Salem, Oregon
March 15, 1966

Increase in Project Authorization

W. N. Hackleman
Resident Highway Engineer
P. O. Box 347
Canyonville, Oregon

This is to advise you that at its meeting of March 8, 1966 the Highway Commission approved an increase of $646,049.44 in project authorization on Contract No. 6518, Bear Gulch-Canyon Creek Pass Section of the Pacific Highway in Douglas County.

The new authorization for construction is $4,210,950.00. This amount should be used in all future reports for this project.

L. H. Young
Office Engineer

VG:ak
cc: L. R. Chandler

Form E-300—CM

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent ... project ...
JAN 27 196... ... Group 1 – P. E. ... Dist. Engineer
U.S. ...

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Bear Gulch-Canyon Creek Pass ... Date March 2, 1966

Highway Pacific ... Contract No. 6518

County Douglas ... Prefix 610-1097

Contractor Roy L. Houck Sons' Corp. ... F. A. Project No. I-5-2(41)91

Address P. O. Box 671, Salem, Oregon ... Order No. 4, Supplement #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Complete development of Packard Creek Quarry; drill and shoot a quantity of material thereof. Select, haul and place from quarry riprap protection for channel change. Haul & place selected rock materials for replacement of embankment materials lost as a result of flood. Also select riprap material from random area left of Station 390 ±, haul and place for channel protection left of Sta. 356 to 380, particularly near outlet of box culvert.

Location by station numbers:

Quarry approx. 1,000 feet east of Sta. "Ln" 315
Random fill left of Sta. 390 ±
Placement from beginning of project to Sta. 380

Estimate of quantities and cost:

Orig. Auth. E.W.O. #4 . . . . $4,000.00

Suppl. #1: Equip. $ 90,000.00
Labor 45,000.00
Matls. 15,000.00
Contr's. Allowance 22,500.00
Total $172,500.00

Net Increase $176,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work was not anticipated in the contract. Flood damage occurring near the first of the year damaged channel change severely. Correction and protection work for channel change is necessary. * OVER

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$3,564,900.56	4,210,950.00
Present estimate of project cost, including $172,500.00 for work under this order	$4,210,950.00	
Expected ~~under-run~~ over-run amount	$646,049.44	
Expected ~~under-run~~ over-run per cent	18.1	

Submitted by: /s/ W. N. Hackleman
W. N. Hackleman, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or ~~Assistant State Highway Engineer~~

Approval Recommended: /s/ John Quiner II, Asst., Division Engineer

Approved /s/ L. H. Young, ~~Assistant State Highway Engineer~~ Deputy State Highway Engineer, or Office Engineer.

State Printing

2-25-66

Riprap to be placed will be 50% 2 cu.ft. or larger, estimated quantity 40,000 cu.yds. Embankment to be replaced, estimated quantity 20,000 cu.yds. This order also includes other required repair work with the exception of concrete channel lining. Channel lining in the more critical areas is still being studied and will be handled separately.

Form A-106—5M

APPROVED
Contingent upon verification of project [illegible] additional funds [illegible]
Date MAR 3 1966 M E Martin Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT
SUPPLEMENTAL
Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Supplement #1
Order No. 3

Project Name Bear Gulch-Canyon Creek Pass Date Feb. 28, 1966

Highway Pacific Contract No. 6518 F. A. Project No. I-5-2(41)91

County Douglas Prefix 610-1097 Account No. 279-03

Description of Work To Be Done:

Make payment to the Bureau of Land Management for timber outside of clearing limits, the removal of which is necessitated by occurrence of a slide on Government lands.

Location by Station Numbers:

420 - 432 Lt.

Estimate of Quantities and Costs:

Douglas Fir	58 MBF at $26.70/M.	$ 1,548.60
White Fir	2 MBF at $13.10/M.	26.20
	Total	$ 1,574.80

Explanation:

It is necessary to remove merchantable timber from this area for slide correction.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 3,564,900.56
Present estimate of project cost, including $ 1,574.80 for work under this order	$ 4,210,950.00
Expected ~~under-run~~ over-run (amount)	$ 646,049.44
Expected ~~under-run~~ over-run (per cent)	18.1

Space to right of this line is for use of Salem Office

Submitted by: /s/ W. N. Hackleman, Resident Engineer

Approval Recommended: /s/ John A. Bond, for Construction Engineer or ~~Resident Engineer~~

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved: /s/ L. H. Young, ~~Deputy State Highway Engineer~~ ~~Assistant State Highway Engineer~~ or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
FEB 17 1966
FOR FILING
I-5-2 (41) 91
6-2 19

February 16, 1966

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6518, the Bear Gulch-Canyon Creek Pass grading, paving, and signing project on the Pacific Highway (I-5) in Douglas County is anticipated. Roy L. Houck Sons' Corporation of Salem is the contractor. The original project authorization was $3,564,900.50. The present anticipated cost is $4,210,950, indicating an overrun of $646,049.44 or 18.1 percent. This is a Federal-aid Interstate Project.

The major reasons for this overrun are due to additional costs connected with slide repair work, flood damage repair, and channel correction work along Canyon Creek. This work is estimated to cost in excess of $501,000. The other major factors are increased costs for adjusting coaxial telephone cable, amounting to $145,243 over the original estimate, and an increase of $20,000 for flagging. The flood damage was caused by the flood during the first week in January 1966, which also aggravated the slide conditions throughout the project.

This request for an additional authorization will be presented for your consideration at the March 8 meeting and I recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

mrs...h ...n

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 9, 1966

SUBJECT: Overrun of Project Authorization
Bear Gulch-Canyon Creek Pass
Pacific Highway
Contract No. 6518

To:
Mr. F. B. Klaboe
Ass't. State Highway Engineer
B U I L D I N G

Attached is a report on an expected overrun of the project authorization on the subject contract. This project for grading, paving and signing is under contract to Roy L. Houck Sons' Corporation of Salem. The original project authorization was $3,564,900.56. The present anticipated cost is $4,210,950.00, indicating an overrun of $646,049.44 or 18.1%.

The major reasons for this overrun are due to additional costs connected with slide repair work and flood damage repair and channel correction work along Canyon Creek. This work is estimated to cost in excess of $561,000.00. Increased costs for adjusting coaxial telephone cable amounting to $145,243.00 over the original estimate and an increase of $20,000.00 for flagging are the other major factors. The flood damage which occurred was caused by the flood during the first week in January, 1966 which also aggravated the slide conditions throughout the project.

The $356,000.00 indicated for flood repair and Canyon Creek channel work is a preliminary figure. Some of the details of this work are yet to be determined and will be influenced by the availability of riprap which is now being explored. We assume the overrun request should not be delayed because of this.

It is recommended that the project authorization be increased by $646,049.44, from $3,564,900.56 to $4,210,950.00. (Please note the request has also been shown on the proposed new form for comparison purposes.)

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By
John A. Bond

John A. Bond
Staff Assistant

RECEIVED
FEB 10 1966
OFFICE OF
STATE HIGHWAY ENGINEER

DES:hb
Attach.
cc: L. H. Young

RECEIVED
FEB 3 - 1966
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APPROVED
Continued ... Section of
pr...
JAN 4 1966
G1-P
DIV...
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Bear Gulch-Canyon Creek Pass — Date Jan. 27, 1966

Highway Pacific — Contract No. 6518

County Douglas — Prefix 610-1097

Contractor Roy L. Houck Sons' Corp. — F. A. Project No. I-5-2(41)91

Address P. O. Box 671, Salem, Ore. — Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Repair Flood Damage as Follows:

1. Regrade and replace with suitable materials, washed-out portions of roadway and channel change.
2. Reconstruct to line and grade, the channel change, including excavation of and disposal of stream deposited materials, particularly in the area of Sta. 305-325 = and otherwise where necessary; also including channel widening and construction of stilling basins where feasible to reduce stream velocities and thus minimize future damage from similar occurrences; also widening where necessary to allow for placement of riprap or other channel protection.

Location by station numbers:

3. Cleaning, salvaging and replacing plugged and damaged pipe culverts.
4. Backfilling of pipes and other drainage structures.

Location by Station Numbers:

Throughout Project.

Estimate of quantities and cost:

Labor	$ 14,000.00
Equipment	40,000.00
Materials	1,000.00
	$ 55,000.00
Contractor's Allow. (15%)	8,250.00
Total	$ 63,250.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
This work is the result of a flood of extreme proportions which occurred throughout the Canyon Creek Basin the first week of January, 1966. Contributing factors were a heavy snowfall followed by a warming trend and heavy rains. Apporx. $11,000.00 worth of the above work was done during and immediately following the flood and consisted of opening plugged drainage structures, emergency repair of washouts endangering the roadway, and excavation of materials deposited in the channel. Work started Jan. 4, 1966.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 3,564,900.56	
Present estimate of project cost, including $ 63,250.00 for work under this order	$ 4,210,950.00	
Expected ~~under-run~~ over-run amount	$ 646,049.44	
Expected ~~under-run~~ over-run per cent	18.1	

Submitted by: /s/ W. N. Hackleman — Resident Engineer

Approval Recommended: /s/John A. Bond — For Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ John Quiner II — Asst. Division Engineer

Approved /s/ L. H Young — ~~Deputy State Highway Engineer, Assistant State Highway Engineer~~ or Office Engineer.

State Printing

Young 2-9-66

Form No. E-372—10M—7-55 I-5-2(11) 61 OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Bear Gulch – Canyon Creek Pass Date January 26, 1966

Highway Pacific Grading, Paving & Signing Contract No. 6518

County Douglas Kind of Work Contractor Roy L. Houck Sons' Corp.

Contract Amount $3,020,300.50

Expected over-runs and under-runs in contract items:

		Quantity	Unit Price	Amount
Major items, itemized:				
Item No. 11	Watering	M-Gal 1,720	3.00	$ 5,160.00

Minor items, unitemized algebraic total – $ 5,768.00

Subtotal $3,019,692.50

Approved work orders (Price, extra work and state force orders) Attached list $ 433,804.40

Expected over-runs and under-runs in work orders:

		Amount
Major items, itemized:		
E.W.O. #1	Flagging	$ 20,000.00
	Slide Removal and Related Work	74,000.00
	Repair Flood Damage and take Corrective measures to strengthen resistance to further damage of this nature	356,000.00
Minor items, unitemized algebraic total		-1,534.35

Subtotal $ 448,465.65

Authorization for engineering $ 253,504.04

Expected over-run or under-run of engineering authorization $ —

Costs not included above (explain) $ —

Allowance for future contingencies (3+ % of work remaining) $ 55,483.41

Credits to come from transfers and deductions $ —

Present estimate of project cost $4,210,950.00

Brief Statement of principal causes of over-run: Original contingency fund completely exhausted by increase in auth. for moving coax. cable (SRO #1 & Suppl.). Watering, Item 11 and Flagging, EWO #1, original amount inadequate for conditions encountered. No money set up in original auth. for control of slides, several of witch have occurred. Heavy runoff caused by rain and melting snow during the last week in Dec., 1965 & the first week in Jan., 1966 caused many washouts in the newly constructed channel for Canyon Creek and, in addition, contributed to the slides mentioned above.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem office.
Project authorization	$3,564,900.56	
Present estimate of project cost	$4,210,950.00	
Expected over-run (Amount)	$ 646,049.44	
Expected over-run (per cent)	18.1	

Submitted by: [signature] Resident Engineer

Confirmed by: [signature] Division Engineer

Noted by: [signature] for Construction or Bridge Engineer

Noted by: [signature] Deputy or Assistant State Highway Engineer

State Printing 86719

Attachment to Expected Over-run of Project Authorization
on
Bear Gulch-Canyon Creek Pass Section of The Pacific Highway
Contract # 6518 Jan. 26, 1966

List of Approved Work Orders.

Type	No.	Amt. Approved	Present Estimate	Type of Work
P. A.	1	$ 44,000.00	$ 44,000.00	Gen. Exc. Due to Slide
	2	47,200.00	47,200.00	Gen. Exc. & O.H. Due to Slides
	3	3,240.00	1,639.54	Detour Surf. Sq. Yd. Basis
E. W. O.	1	20,000.00	40,000.00	Flagging
	2	5,865.00	5,865.00	Slide Clear, Re-Pioneer, Etc.
	3	34,500.00	34,500.00	" " " "
S. P. O.	1	174,959.00)		
	1, Suppl. #1	4,060.00)	270,243.00	Adjust Coax Tel. Cable
	1, Suppl. #2	91,224.00)		
	2	3,500.00	3,561.41	Salv. Rest Area Facilities & Move Stockpiles
	3	625.00	579.70	Pay B. L. #. for Timber
	4	1,143.40)	1,402.15	" " " "
	4, Suppl. #1	258.75)		
	4, Suppl. #2	829.25	829.25	" " " "
	5	2,400.00	2,400.00	Striping
	TOTALS:	$433,804.40	$452,270.05	

RECEIVED
FEB 24 1966

FOR FILING

EXPECTED OVERRUN OF PROJECT AUTHORIZATION

Project Bear Gulch - Canyon Creek Pass Date January 26, 1966

Highway Pacific Contract No. 6518

County Douglas Kind of Work Grading, Paving & Signing Contractor Roy L. Houck Sons' Corp

	Authorized	Estimated
Contract Amount	3,020,300.50	3,019,692.50
Anticipated Items	148,500.00	313,804.41
Unanticipated Items *		568,465.64
Contingency (4-1/2%)	142,596.02	55,483.41
Engineering	253,504.04	253,504.04
Credits	0	0
PROJECT COST	3,564,900.56	4,210,950.00

NET INCREASE $ 646,049.44 (18.1%)

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
* List all unanticipated items)

	Expected Amount	Net Change
(C) Bid item 11 Watering 1,720 M-Gal overrun	12,000.00	+ 5,160.00
(A) EWO 1 Flagging	40,000.00	+ 20,000.00
(A) SFO 1 Adjust Coaxial Cable	270,243.00	+ 145,243.00
(U) P.A. 1 Gen. Exc. due to Slide	44,000.00	
(U) P.A. 2 Gen. Exc. & Overhaul due to Slide	47,200.00	
(U) P.A. 3 Detour Surfacing	1,689.54	
(U) EWO 2 Slide clearing, pioneering, etc.	5,865.00	
(U) EWO 3 Slide clearing, pioneering, etc.	34,500.00	+ 568,465.64
(U) SFO 3 Pay BLM for Timber	579.70	
(U) SFO 4 Pay BLM for Timber	2,231.40	
(U) SFO 5 Striping	2,400.00	
(U) Additional Slide Work (to be submitted)	74,000.00	
(U) Flood & Channel Repair (to be submitted)	356,000.00	

Principal reasons for overruns (Continue on reverse side): Original contingency fund completely exhausted by increase in auth. for moving coax. cable (SFO #1 & Suppl.). Watering, Item 11 and Flagging, EWO #1, original amount inadequate for conditions encountered. No money set up in original auth. for control of slides, several of which

Instructions: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by W. N. Hackleman
Resident Engineer

Noted by
for Construction or Bridge Engineer

Confirmed by Jay B. Boyd
Division Engineer

Noted by
Deputy or State Highway Engineer

have occurred. Heavy runoff caused by rain and melting snow during the last week in Dec., 1965 & the first week in Jan., 1966 caused many washouts in the newly constructed channel for Canyon Creek and, in addition, contributed to the slides mentioned above.

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FEB 9 - 1966

Form E-300—6M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

MAY 20 1965

G 1-P

U.S. Bureau of Public Roads

Project Name Bear Gulch-Canyon Creek Pass Date January 26, 1966

Highway Pacific Contract No. 6518

County Douglas Prefix 610-1097

Contractor Roy L. Houck Sons' Corp. F. A. Project No. I-5-2(41)91

Address P. O. Box 671, Salem, Oregon Order No. 3-Supplement #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Extra clearing, slide breakdown, repioneering and cleanup necessitated by additional slides; also the necessary extra work that may be involved in the selection and deposition of these slide materials.

Location by station numbers:

Slides existing and those that may develop throughout project.
Particularly Stations: 262-268; 288-293; 336-338; 413-420;
"C"81-"C"85 and 420-430.

Estimate of quantities and cost:

Equipment Rental		$35,000.00
Labor		15,000.00
Contractor's Allowance		7,500.00
	Supplemental Total	$57,500.00
	Original Order	34,500.00
	Total	$92,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Old slide areas have worsened and new slide areas have developed: two of these near the south end of the project are quite large requiring considerable amount of pioneering and clearing work. This work was not anticipated in the contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,564,900.56
Present estimate of project cost, including $57,500.00 for work under this order	$4,210,950.00
Expected under-run / over-run amount	$ 646,049.44
Expected under-run / over-run per cent	18.1

Space to right of this line is for use of Salem Office

Submitted by: /s/ W. N. Hackleman
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Jay B. Boyd
Division Engineer
Assistant

Approved /s/ L. H. Young
State Highway Engineer or Office Engineer.

State Printing

2-9-66

RECEIVED
FEB 9 - 1966

I-5-2(41)91

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Bear Gulch-Canyon Creek Pass Date January 26, 19 66

Highway Pacific Contract No. 6518

County Douglas Prefix 610-1097

Contractor Roy L. Houck Sons' Corp. F. A. Project No. I-5-2(41)91

Address P. O. Box 671, Salem, Oregon Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

To develop Packard Creek Quarry by drilling and shooting to provide for riprap rock of a size ranging from 1/2 to 1 cu. yd. maximum size rock or larger. This work required due to recent flood in area.

Location by station numbers:

Approximately 1000 feet east of Station "Ln" 315

Estimate of quantities and cost:

Equipment	$2,500.00
Labor	1,000.00
Contractor's Allowance	500.00
	$4,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

To produce material suitable for use as riprap on Canyon Creek Channel Change corrective work. This work not anticipated in the contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,564,900.56
Present estimate of project cost, including $4,000.00 for work under this order	$4,210,950.00
Expected ~~under-run~~ over-run amount	$646,049.44
Expected ~~under-run~~ over-run per cent	18.1

Space to right of this line is for use of Salem Office

Submitted by: /s/ W. H. Hackleman, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II Asst. Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Young 2-9-66

.M E-128X 50M 7-65

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DEC 2 1965
FOR FILING

I-5-2(41)90
6518

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 1, 1965

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland, Oregon 97212

NOTED
F. B. KLABOE

ATTENTION: Mr. J. W. DeYoung, Jr.

Re: Additional Work - Sta. 414-420
Bear Gulch-Canyon Creek Pass Section
Pacific Highway - Douglas County
Project No. I-5-2(41)90 - Contract No. 6518

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities from Stations 414 - 420 on this project, as submitted with your letter of October 29, 1965, have been approved by the State and the Bureau of Public Roads. This will confirm our verbal authorization to perform emergency work effective September 12, 1965 and permanent work as of September 20, 1965.

Reimbursement for work performed subsequent to the above specified dates will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By
T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: F. B. Klaboe
A. W. Parsons
L. H. Young
C. H. Maison
L. R. Chandler
W. N. Hackleman
J. E. Holcomb

DEC 2 1965
OFFICE OF

RECEIVED
DEC 3 - 1965
FOR FILING

Form CD-121 (11-63) (Revised A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 29, 1965

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-2(41)91
Bear Gulch - Canyon Creek Pass Section
Pacific Northwest Bell Telephone Company Utility Adjustment
Additional Work - Stations 102-114, 193-201, 265-276, and 286-293

You were authorized to proceed with the actual adjustment on the subject project effective May 10, 1965. Subsequent to that date certain adjustments because of slides and other causes have been made necessary, for which we have given verbal authorization to proceed subject to our receipt and approval of the usual documents.

Mr. Litchfield's November 3 letter supplied the necessary documentation for this work. We now approve the plans, estimate, and agreement for the additional work at the subject stations, and we also extend our May 10 approval of the contract method to cover this additional work.

We therefore confirm our verbal authorization to perform this additional work effective June 18, 1965. Furthermore, we wish to place in writing our recent verbal authorization for emergency work and any incidental permanent work done in connection therato for the slide occuring on November 20, 1965 at Stations 414 to 420 effective on that date. This authorization is subject to our approval of the usual documents. Approval and reimbursement for the eligible portion of all the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

REFERRED TO
Jones - Litchfield
By Asst. State Hwy. Engr.
12-2-65

NOTED
F. B. KLABOE

RECEIVED
DEC 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-5-2(41)91

6519

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 23, 1965

In reply refer to: 08-35.DB-1

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon I-5-2(41)91
Bear Gulch-Canyon Creek Pass Section
State Force Order No. 5

Reference is made to your letter dated November 18, 1965 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The work needs to be performed in stages as the contractor's work progresses and necessity arises, in order to provide for the safety and guidance of the traveling public. The uncertainty as to the extent of striping required and new imposed traffic patterns would tend to result in excessively high bid prices if the work was undertaken under a separate contract.

Reimbursement will be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

REFERRED TO
By Asst. State Hwy. Engr.
11-29-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-105—5M

STATE COPY

APPROVED
Contingent upon modification of project a[illegible] additional funds are [illegible]
Date NOV 4 1965 By M E Martin
G I P Title Dist Engr
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3

Project Name Bear Gulch-Canyon Creek Pass Date November 3, 1965

Highway Pacific Contract No. 6518 F. A. Project No. I-5-2(41)91

County Douglas Prefix 610-1097 Account No. 278-05

Description of Work To Be Done:

Center line and shoulder striping during paving operations while construction is underway on project.

Location by Station Numbers:

245 - 441 (Throughout project)

Estimate of Quantities and Costs:

30,000 feet at $0.08 per ft. = $2,400.00

Explanation: This work can be better accomplished by State Forces since they are equipped for painting of traffic lines. Work is intended to start immediately. Teletype approval received from John Bond effective November 3, 1965 for this work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$3,564,900.56	
Present estimate of project cost, including $2,400.00 for work under this order	$3,634,842.39	
Expected ~~under-run~~ over-run (amount)	$ 69,941.83	
Expected ~~under-run~~ over-run (per cent)	1.96	

Submitted by: /s/ W. N. Hackleman, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams, Division Engineer

Approved: /s/ L. H. Young, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
NOV 29 1965
FOR FILING I-5-2(41)91

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

6515

KLHBOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 19, 1965

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-2(41)91
Bear Gulch - Canyon Creek Pass Section
Pacific NW. Bell Telephone Company Utility Adjustment
Additional Work - Stations 414 to 420

You were authorized to proceed with the actual adjustment on the subject project effective May 10, 1965. Subsequent to that date, slides have caused the necessity for performance of emergency work, for which we have given verbal authorization to proceed subject to our receipt and approval of the usual documents.

Mr. Litchfield's November 3 letter and Mr. Preston's October 29 memorandum to the files have supplied the necessary documentation for this work. We now approve the plans, estimate, and agreement for the additional work between Stations 414 to 420, and we also extend our May 10 approval of the contract method to cover this additional work.

Therefore, we hereby confirm our verbal authorizations to perform emergency work effective September 12, 1965 and permanent work as of September 20, 1965. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

REFERRED TO
By Asst. State Hwy. Engr.

RECEIVED
NOV 29 1965
STATE HIGHWAY ENGR.

Copy to Litchfield
Copy to Young
Hatch

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123X 60M 2-65

RECEIVED
NOV 23 1965
HIGHWAY ENG

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID E. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 18, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Sir:

RE: Additional Work
Station 102 - 114, 193 - 201, 265 - 276
and 286 - 293
Pacific Northwest Bell Telephone Company
Bear Gulch-Canyon Creek Pass Section
Pacific Highway - Douglas County
Project No. I-5-2(41)91
Contract No. 6518
Pacific Northwest Bell Project No. 65027

Herewith you will find the following data pertaining to this project:

(1) Two copies of the company's estimate of cost for doing the work dated October 29, 1965.

(2) Two copies each of four sketch maps prepared by the company showing the work to be done.

An X-Permit is being prepared to cover Pacific Northwest Bell Telephone Company's cable which is within the highway right of way from Canyonville to Azalea (Utility Project No. I-5-2(41)91). These proposed changes will be reflected in that permit.

Representatives of the State and the telephone company inspected the proposed utility contract between Canyonville and Azalea, with the information available on preliminary plans, it was agreed to relocate the cable in those locations where it was reasonably certain that the cable would be endangered by the proposed construction. It was understood at this time that as construction proceeded any other points of potential danger which became apparent would be adjusted at a later date.

One of the above-listed adjustments (Station 290+) must be moved as a direct result of a slide. This problem was discussed with Messrs. Riedl and Girvin on June 18, 1965. Authorization for the company to make temporary repairs was received effective this date.

The company had just completed the clearing of the right of way for the proposed relocation at Station 263 - 270 which had been authorized in your letter of May 10, 1965 when a slide developed in this area. After considerable study, a new proposal was submitted to and approved by your office effective June 10, 1965. This adjustment was completed as proposed prior to the construction of the channel change which is detailed on Sheet No. 4 of the construction plans. This channel change construction exposed soil conditions which indicated the possibility of sufficient erosion to endanger the existing cable. Service to this area is difficult since the channel change lies between the cable and the highway. Breaks would probably occur during periods of inclement weather and high water which would greatly increase the time necessary to make proper repairs. The telephone company therefore requested the cable be adjusted. This proposed relocation has been determined to be the most economical one which places the cable in a position away from the potential slide.

As indicated in the company's above-mentioned letter, the proposed relocations are the result of an inspection by representatives of the State and the company. The moves were requested by the company and it has been determined by the State that they are potential danger spots. Inasmuch as the company has requested this work, we agree there is a possibility of future danger. The cable carries a large volume of high priority traffic with an outage cost estimated at $1,000 per minute, we feel it is definitely in the public interest to eliminate these danger areas before any breakage occurs.

Pacific Northwest Bell has prior easements through all the above-mentioned areas and as the danger areas are the result of the current construction, the State is obligated to reimburse the company for this work.

Since the company is not adequately staffed to perform the excavation, cable laying and backfill, they request the contract method for this work.

Your approval of this agreement including the use of the contract method as evidenced above and authorization to proceed with the work under the provisions of PPM 30-4 is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:fp
Enc.
cc F. B. Klaboe
V. L. Gallagher (2)

RECEIVED
NOV 22 1965
OFFICE OF
STATE ...

FORM E-108X 50M 2-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH W. HOLLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
NOV 5 1965
FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 3, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Additional Work Sta. 414 - 420
Pacific N.W. Bell Telephone Company
Bear Gulch-Canyon Creek Pass Section
Pacific Highway - Douglas County
Project No. I-5-2(41)91 - Contract No. 6518

Dear Sir:

Herewith you will find the following data pertaining to this project:

(1) Two copies of the company's estimate of cost for doing the work dated October 29, 1965.

(2) Two copies of a work order form dated October 28, 1965.

(3) Two copies of a sketch map prepared by the company showing the work to be done.

Please refer to Mr. Preston's Memo to the Files dated October 29, 1965 for additional information on the proposed relocation near Station 417. Further investigation of the circumstances pertaining to additional survey personnel used by the company for this work as discussed in the above-mentioned Memo, has revealed that the company employed, on a temporary basis, survey personnel to work under the direction of the Utility's Engineers. These men have been added to the company's payroll. Inasmuch as these personnel were employed directly by the Utility and included on their payroll, it is understood prior approval is not necessary. Mr. Holcomb has been reminded that prior approval is necessary to obtain BPR participation in the amount paid Consulting Engineers by Utilities who are not adequately staffed to perform this work.

Information concerning the remainder of these trouble spots on this project will be submitted at a later date.

Your formal approval of the agreement covering the additional work at Station 417 ± as evidenced above and contained in Mr. Preston's Memo is requested on the following basis:

(1) Emergency repairs authorized as of September 12, 1965.

(2) Authorization to proceed with permanent work as of September 20, 1965 under provisions of PPM 30-4.

(3) Authorization of the contract method for excavation, placing of the cable and backfilling, as of September 20, 1965.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm
encs.

cc: F. B. Klaboe
V. L. Gallagher (2)

RECEIVED
NOV 0 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 2 - 1965

FORM E-20 BOM 3-65 SP*6470-734

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 29, 1965

To: MEMO TO THE FILES

SUBJECT: Additional Work -- Sta. 414 - 420
Pacific Northwest Bell Telephone Co.
Bear Gulch-Canyon Creek Pass Section
Pacific Highway - Douglas County
Project No. I-5-2(41)91
Contract No. 6518

This slide was investigated by field representatives of the State and the telephone company on September 12, 1965. The Bureau of Public Roads was not notified at this time, since the slide was assumed to be on public road right of way.

Further investigation indicated this adjustment may be reimbursable. This information was furnished to the Bureau of Public Roads on September 20, 1965 in a conference telephone call involving Messrs. Girvin, Martin, Holcomb and Preston. Authorization to perform emergency work was obtained effective September 12, 1965 and the effective date to proceed with the permanent work was September 20, 1965. This included the use of the contract method, since a portion of the original work on this section had been contracted.

The company has staked the proposed relocation in the field, advertised for bids and received three bids. The low bid of $9,390 was submitted by Copenhage, Inc. of Portland.

In a conference call involving Messrs. Dee Wood and Miller Jones, representing Pacific Northwest Bell Telephone Company, Messrs. John Holcomb and Phil Preston, Oregon State Highway Department, and Mr. John Girvin of the Bureau of Public Roads, it was agreed the State would concur in the award of the contract to Copenhage, Inc. and the company would proceed with the work under the above-mentioned authorization date of September 20, 1965. This was with the understanding the telephone company would submit their formal estimate and sketch attached to a signed Work Order form to the State within the next few days.

The temporary relocation is above ground over the slide area and it is of utmost importance this be permanently relocated before the winter rains.

cc BPR
11-2-65

Prior to proceeding with the survey for the permanent phase of this work, the telephone company contacted Mr. John Holcomb and requested the use of an engineering field crew. Since this was a minor expense, the company did not have adequate personnel available, and it was necessary to proceed with the work immediately, he determined it would be in the public interest to do so. Mr. Holcomb will furnish the details of this matter in future correspondence.

Since considerable time will be involved from the date of advance approval to the formal submission of the agreement between the State and the telephone company to the Bureau of Public Roads, it was agreed this information should be set forth in writing.

It is our understanding the Medford office of the telephone company has requested unit bid prices from their Portland office. These are expected today and the company should then be in a position to furnish the State with the estimate and sketch by Monday, November 1, 1965.

Phil G. Preston
Utilities Office Engineer

PGP:bjm

cc: F. B. Klaboe
A. W. Parsons
L. H. Young
C. H. Maison
L. R. Chandler
W. N. Hackleman
J. E. Holcomb

RECEIVED
NOV 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 3 1 1965
FOR FILING
I-5-2 (41) 71
6-5-1

127

August 30, 1965

Trapper Construction, Inc.
797 N. E. Alameda Street
Roseburg, Oregon

Attention: Mr. Dan Diehl

Re: State Highway Contract No. 6518, Ray L. Houck Sons' Corporation

Gentlemen:

We have reviewed the force account invoices submitted by your firm for work performed on the subject contract. We do not believe that you have been underpaid for the State Industrial Accident insurance rates.

The State Industrial Accident Commission base rate that was submitted on the force account invoices was shown as 5.55 percent. This base rate for road work was in effect July 1, 1964, to December 31, 1964. On January 1, 1965, the base rate for road work was reduced to 5.20 percent, and your invoices were corrected accordingly. Payment on your force account invoices was not computed on the S.I.A.C. rate for Ray L. Houck Sons' Corporation. The only correction necessary was in the base rate used (5.20 percent).

The extra work orders covering your invoices are under the S.I.A.C. class No. 5203, road work, and require no adjustment to the higher S.I.A.C. rate of 13.70 percent for clearing.

It is suggested that you contact the State Industrial Accident Commission for a review of the audit you mentioned in your letter, explaining the location and type of work performed on this project, and requesting a correction to the proper classification of road work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. S. Klaboe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. C. H. Maison
Mr. L. R. Chandler
Mr. W. N. Hackleman

(Accounting) srb

RECEIVED
AUG 3 1 1965
FOR FILING
I-5-2 (41) 91
6-18

127

August 30, 1965

Trapper Construction, Inc.
797 N. E. Alameda Street
Roseburg, Oregon

Attention: Mr. Dan Dieob

Re: State Highway Contract No.
6518, Ray L. Houck Sons'
Corporation

Gentlemen:

We have reviewed the force account invoices submitted by your firm for work performed on the subject contract. We do not believe that you have been underpaid for the State Industrial Accident insurance rates.

The State Industrial Accident Commission base rate that was submitted on the force account invoices was shown as 5.55 percent. This base rate for road work was in effect July 1, 1964, to December 31, 1964. On January 1, 1965, the base rate for road work was reduced to 5.20 percent, and your invoices were corrected accordingly. Payment on your force account invoices was not computed on the S.I.A.C. rate for Ray L. Houck Sons' Corporation. The only correction necessary was in the base rate used (5.20 percent).

The extra work orders covering your invoices are under the S.I.A.C. class No. 5203, road work, and require no adjustment to the higher S.I.A.C. rate of 13.70 percent for clearing.

It is suggested that you contact the State Industrial Accident Commission for a review of the audit you mentioned in your letter, explaining the location and type of work performed on this project, and requesting a correction to the proper classification of road work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. S. Klabee
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. C. H. Maison
Mr. L. H. Chandler
Mr. W. H. Hacklemen

(Accounting) srb

1340

TRAPPER LOGGING AND CONSTRUCTION CO. INC.

AUG 20 65

797 N E ALAMEDA ST.
ROSEBURG, OREGON
PHONE 673-7936

REFERRED TO
Admen
BY SECRETARY

KLABOE

STATE HIGHWAY DEPARTMENT
SALEM, OREGON

GENTLEMEN:

REFERENCE IS MADE TO YOUR CONTRACT #6518 WITH ROY L HOUCK SONS CORP. ON THE BEAR GULCH CANYON CREEK PASS SECTION OF THE PACIFIC HIWAY.

WE BILLED THE STATE THROUGH ROY L HOUCK SONS FOR THREE EXTRA WORK ORDERS. THEY WERE BILLED ON AN EXACT COST BASIS IN ACCORDANCE WITH THE INSTRUCTIONS WE RECEIVED. WE GOT A NOTE FROM ROY L HOUCK SONS THAT THE BILLINGS HAD TO BE CHANGED, AND IT WAS NECESSARY FOR US TO USE HOUCKS SIAC RATES TO CHARGE THE STATE BECAUSE WE WERE THE SUB-CONTRACTOR. WE TOOK NO ISSUE WITH THIS AT THE TIME BECAUSE THE DIFFERENCE WAS NEGLIGIBLE, ONLY .87%. SUBSEQUENT TO THIS, WE HAVE HAD AN SIAC AUDIT, AND FOUND IT NECESSARY TO PAY THE CLEARING ONLY RATE ON THE JOB DOWN THERE, AND THIS MAKES A DIFFERENCE OF 9.02%. NOW WE ARE WONDERING IF THERE ISN'T SOME BASIS FOR OR METHOD OF ADJUSTMENT ON THIS. THIS ADDITIONAL PERCENTAGE MAKES QUITE A LOT OF DIFFERENCE, AND CERTAINLY YOU ARE AWARE THAT IF HOUCKS COULD DO THE FORCE ACCOUNT WORK AT LESS COST TO THE STATE THAN THEY COULD HAVE US DO IT FOR IT WOULD HAVE BEEN HANDLED IN THAT MANNER.

IT SEEMS TO US THAT IT IS NOT QUITE FAIR FOR ONE STATE DEPARTMENT TO CHARGE US ONE THING, AND ANOTHER STATE DEPARTMENT TO IN EFFECT SAY" THATS TOO MUCH, WE WON'T PAY IT."

PLEASE ADVISE,

YOURS VERY TRULY,

ROGER IVERSON

Don Dicob

DON DICOB

ROUTED TO LABOR

DD/fn

RECEIVED
AUG 23 1965
OFFICE ENGINEERING
DIVISION

RECEIVED
AUG 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

RECEIVED
JUL 29 1965

Form CD-27 (11-63) (Prep. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-5-2(41)91

TO 65 18 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: July 21, 1965

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-2(41)91
Bear Gulch-Canyon Creek Pass Section
Pacific N.W. Bell Telephone Co.
Additional Work - Stations 263-270

In confirmation of our verbal advance approval given on June 10, 1965 concerning the additional work requested by Pacific Northwest Bell Telephone Co., we hereby approve this work as evidenced by the work order and sketch map submitted with Mr. Litchfield's July 14, 1965 letter.

Authorization to proceed with the additional work is effective June 10, 1965.

REFERRED TO
[illegible] 7-29-65
BY ASST. STATE HWY. ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 8 - 1965
FOR FILING
6:17

Form A-(In-by)

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date MAY 27 1965 By WE Martin
Title Div. Engr.
U.S. Bureau of Public Roads

Order No. 3

Project Name Bear Gulch-Canyon Creek Pass Date May 25, 1965

Highway Pacific Contract No. 6518 F. A. Project No. I-5-2(41)91

County Douglas Prefix 610-1097 Account No. 279

Description of Work To Be Done: Make payment to the Bureau of Land Management for timber outside of clearing limits, the removal of which is necessitated by the occurence of slide on Government lands.

Location by Station Numbers: Particularly "C" Sta. 80+00 - 87+00 and other possible slide areas throughout project.

Estimate of Quantities and Costs:

25 M.Bd.ft. at 25.00/M.Bd.ft. = $625.00

NOTED
E. B. KLABOE

Explanation: Merchantable Government owned timber removed as a result of slides or the correction work resulting from slides.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$3,564,900.56
Present estimate of project cost, including $625.00 for work under this order	$3,564,900.56
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ W. N. Hackleman, Resident Engineer

Approval Recommended: /s/ F. B. Morgan, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer, Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

orig to Young 6-8-65

State Printing

RECEIVED
MAY 21 1965
FOR FILING

477 Cottage Street, NE
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

May 21, 1965

Original signed by
T. Dee

08-35.EC

By: Eng. Coordinator
T. Dee
Engineering Coordinator

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-2(41)91, Bear Gulch-Canyon Creek Pass Section
Pacific N.W. Bell Telephone Co. Coaxial Cable Adjustment

This is to confirm our May 18, 1965 verbal concurrence in the award of the contract by the subject utility to Beaver State Construction Company for $153,563.55, on the subject project.

original signed
5-21-65

RECEIVED
JUN 14 1965

Form 734-2

FOR ITEMS

[illegible]

Subject Name

[illegible]

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Date

Highway

Contract No.

County

Item

Contractor

P.E. Agreement No.

Address

Order No.

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

[illegible]

Location (station numbers):

[illegible]

Estimate of quantities and cost:

[illegible]

Explanation: (Explain here the conditions which cause this work to be classified as "Extra Work.")

[illegible]

INSTRUCTIONS: A single order should not cover more than one class of work or more than one Extra Work Item.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$[illegible]	
Present estimate of project cost, including [illegible] for work under this order	$[illegible]	$[illegible]
Expected [illegible] amount	$[illegible]	
Expected [illegible] per cent	[illegible] %	[illegible] %

Submitted by: [illegible] Engineer

Approval Recommended: [illegible] Engineer

Approved [illegible]
[illegible] State Highway Engineer,
Assistant State Highway Engineer or
Office Engineer.

Approval Recommended: [illegible] Division Engineer

State Printing

RECEIVED
MAY 25 1965
FORM E-123X 50M 1-64

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 19, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Concurrence in award to Beaver State Construction Company
Pacific N.W. Bell Telephone Co. Co-axial Relocation
Canyonville to Azalea
Bear Gulch-Canyon Creek Pass Section
Project No. I-5-2(41)91
Contract No. 6518

Dear Sir:

Herewith you will find two copies of Pacific Northwest Bell Telephone Company's letter dated May 13, 1965 listing the contractors invited to bid and the two bids received.

Also attached are two copies of the company's May 17, 1965 letter detailing the circumstances which, in their opinion, lead to the 50% overrun of the company's estimated cost.

It is our opinion this is the lowest bid, consistent with the quality of work necessary,which can be obtained.

Confirmation of your verbal concurrence in the award of the contract to Beaver State Construction Company for $153,563.55, effective May 18, 1965, is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

Attachments

cc: F. B. Klaboe
V. L. Gallagher

RECEIVED
MAY 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 18 1965

Form E-208—8M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of proj... to conform to National ft...
Date MAY 4 1965 W.E. Martin
... Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

6518

Project Name Bear Gulch-Canyon Creek Pass — Date May 4, 1965

Highway Pacific — Contract No. 6518

County Douglas — Prefix 610-1097

Contractor Roy L. Houck Sons' Corp. — F. A. Project No. I-5-2(41)91

Address PO Box 671, Salem, Oregon — Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Re-pioneering, clearing and grubbing outside planned clearing limits. Possible, but unexpected work of moving drill rigs to positions on upper slope (top 80 ft.) of 150 feet cut slope.
-- Prior telephone approval was received from Asst. Construction Engineer, G. L. Decker, and Division III Engineer, L. R. Chandler.
Work shall be done in accordance with the "Standard Specifications for Highway Const." and the Special Provisions for this project.
Work is expected to begin May 4, 1965.

Location by station numbers:

Station 305+00 to 311+00.

Estimate of quantities and cost:

Equipment Rental	$3,500.00
Labor	1,600.00
	$5,100.00
Contractor's Allowance, 15%	765.00
TOTAL COST TO STATE	$5,865.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Slide correction necessitating laying back of slopes which intails additional clearing and grubbing, and re-pioneering; this resulting from slide occurring April 30, 1965.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$3,564,900.56	
Present estimate of project cost, including $5,865.00 for work under this order	$3,564,900.56	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ W. N. Hackleman, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer or Assistant State Highway Engineer, Office Engr.

State Printing

orig to Young 5-18-65

RECEIVED
JAN 29 1965
FOR FILING

Salem, Oregon 97301

January 26, 1965

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
M. E. Martin
Dist. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project I-5-2(41)91
Bear Gulch-Canyon Creek Pass - Pacific Highway
State Force Order No. 2 - Salvaging Rest Area Facilities

Reference is made to your letter dated January 21, 1965, concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

A signed copy of State Force Order No. 2 was returned to your office on January 22, 1965.

NOTED
LLOYD P. SHAW

Original To Young
1-29-65

RECEIVED
JAN 28 1965
FOR FILING

STATE OF OREGON

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

NOTED
JAN 21 1965
BYRD S. SHAW

Contingent upon modification of project agreement if ... funds are not ...
Date JAN 21 1965 By M E Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Bear Gulch-Canyon Creek Pass ... Date Jan. 14, 1965
Highway Pacific ... Contract No. 6518
County Douglas ... Prefix 610-1097
Contractor Roy L. Houck Sons' Corporation ... F. A. Project No. I-5-2(41)91
Address P. O. Box 671, Salem, Oregon ... Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging & Traffic Control (State's Share) as per Article 7-30, Standard Specifications.

Location by station numbers:

"L" 245 - "Ln" 441 (Throughout Project)

Estimate of quantities and cost:

Lump Sum ... $20,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Anticipated item in original authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,564,900.56
Present estimate of project cost, including $20,000.00 for work under this order	$3,564,900.56
Expected under-run / over-run amount	$ 0.00
Expected under-run / over-run per cent	0.00

Space to right of this line is for use of Salem Office

Submitted by: /s/ W. N. Hackleman, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. W. Rulien, Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing Copy to Young 1-28-65

RECEIVED
JAN 28 1965
FOR FILING

I - (41)91

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contingent upon modification of project agreement for additional funds and [illegible]
Date JAN 19 1965 M E Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

NOTED
LLOYD P. SHAW

Order No. 2

Project Name Bear Gulch-Canyon Creek Pass Date January 14, 1965

Highway Pacific Contract No. 6518 F. A. Project No. I-5-2(41)91

County Douglas Prefix 610-1097 Account No. 279

Description of Work To Be Done:

Salvage rest area facilities; move stockpiles.

BPR Endorsement: is limited Federal participation to pro rata share of the cost of salvaging rest area facilities.

Location by Station Numbers:

Rest Area Station 314
Stockpiles Station 301 - 302

Estimate of Quantities and Costs:

Lump Sum	$3,500.00

Explanation:

Anticipated item in original authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$3,564,900.56	
Present estimate of project cost, including $ 3,500.00 for work under this order	$3,564,900.56	
Expected under-run / over-run (amount)	$ 0.00	
Expected under-run / over-run (per cent)	0.00	

Submitted by: W. N. Hackleman /s/ W. N. Hackleman
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. W. Rulien
Division Engineer

Approved: /s/ L. H. Young
Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Copy to Young 1-28-65

FORM

RECEIVED
DEC 17 1964
COMM. EXAMINERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6-16

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

December 16, 1964

Roy L. Houck Sons' Corporation
P. O. Box 671
Salem, Oregon

Gentlemen:

The State Highway Commission on December 15, 1964, awarded to you State Highway Contract No. 6518 for the following project:

Grading, paving and signing on Bear Gulch-Canyon Cr. Pass Section of Pacific Highway in Douglas County.

This award was based on your low bid of $3,020,300.50 which was submitted to the Commission on December 8, 1964, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

fp

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, N.E.
Salem, Oregon - 97301

DATE: December 15, 1964

In reply refer to: 08-35.2-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(41)91
Bear Gulch-Canyon Creek Pass Section
Grading, paving and signing

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry and access rights with the exception of those involved with utilities have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6518 to Roy L. Houck Sons, Corp. of Salem, Oregon, low bidder in the amount of $3,020,300.50 at the December 8, 1964 bid opening.

Mr. Litchfield's November 10, 1964 letter transmitted copies of the Staff Attorney's letter to Pacific Northwest Bell, and a revised letter dated November 17, 1964 has been received complying with our request in our November 16, 1964 letter authorizing advertising. Authorization to proceed with this reimbursable utility adjustment will be withheld until utility plans and detailed estimates as well as the necessary permits or other documents eliminating access rights are furnished to and approved by this office.

Copy To Young
12-23-64

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 13
FOR FILING

Oregon State Highway Department

I-5-2(41)91

318

Federal Aid
Project No. I-5-2(41)91

REVISED ESTIMATE OF QUANTITIES

PACIFIC HIGHWAY I- DOUGLAS COUNTY

(Revised Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 17, 1964

Type Code 6201
Roadway (Sta. 245+00 to Sta. 441+00)

Clearing and Grubbing	All Required		$ 150,000.00
Ditch Excavation, Unclassified	770 cu.yds.	3.25	2,502.50
General Excavation, Unclassified	1,510,000 cu.yds.	0.91	1,374,100.00
Overhaul	132,400 cu.yds.	0.60	79,440.00
Extra for Selected Subgrade Material	75,400 cu.yds.	0.25	18,850.00
Extra for Rock Slope Protection Material	62,000 cu.yds.	0.70	43,400.00
Finishing Roadbed and Slopes	3.50 miles	1,500.00	5,250.00
Rounding Cutbanks	10,000 lin.ft.	0.25	2,500.00
Trench Excavation	8,300 cu.yds.	3.25	26,975.00
Special Backfill in Drains	1,050 cu.yds.	6.00	6,300.00
Watering	2,280 M-gals.	3.00	6,840.00
Obliteration of Roadbed	8 stations	25.00	200.00
Preparation of Old Roadbed	All Required		750.00
3/4" - 0 Material Leveling Course	12,000 tons	1.90	22,800.00
3/4" - 0 Aggregate in Prime Coat	880 cu.yds.	5.00	4,400.00
MC-250 Asphalt in Prime Coat	130 tons	60.00	7,800.00
Plant-Mix Stone Base	151,400 tons	1.80	272,520.00
Bituminous Base Mixture	20,700 tons	4.00	82,800.00
Asphalt in Bituminous Base Mixture	940 tons	36.00	33,840.00
Class "B" Asphalt Concrete Mixture	32,500 tons	4.25	138,125.00
Asphalt Cement in Mixture	1,710 tons	36.00	61,560.00
Detour Wearing Surface	10,700 sq.yds.	1.85	19,795.00
Concrete Invert Lining	1,220 sq.yds.	10.00	12,200.00
Drainage Structure, Sta. "G" 222+27	All Required		9,000.00
Class "A" Concrete	260 cu.yds.	80.00	20,800.00
Metal Reinforcement	46,000 lbs.	0.15	6,900.00
Drift Rack	All Required		2,000.00
Trash Grate	All Required		300.00
10'-8" x 6'-11" Structural Plate Pipe Arch, 10 Gage	390 lin.ft.	75.00	29,250.00
15'-4" x 9'-3" Structural Plate Pipe Arch, 8 Gage	360 lin.ft.	85.00	30,600.00
15-inch Culvert Pipe	1,660 lin.ft.	4.25	7,055.00
18-inch Culvert Pipe	2,060 lin.ft.	5.00	10,230.00
24-inch Culvert Pipe	400 lin.ft.	8.00	3,200.00

30-inch Culvert Pipe	280	lin.ft.	$ 11.00	3,080.00
48-inch Culvert Pipe	350	lin.ft.	25.00	8,750.00
54-inch Culvert Pipe	210	lin.ft.	30.00	6,300.00
6-inch Drain Pipe	1,010	lin.ft.	2.00	2,020.00
12-inch Drain Pipe	420	lin.ft.	3.75	1,575.00
18-inch Drain Pipe	4,100	lin.ft.	6.00	24,600.00
15-inch Culvert End Sections	12	only	35.00	420.00
18-inch Culvert End Sections	5	only	40.00	200.00
24-inch Culvert End Sections	1	only	55.00	55.00
30-inch Culvert End Sections	2	only	110.00	220.00
48-inch Culvert End Sections	5	only	250.00	1,250.00
Concrete Inlets, Type C-2A	30	only	125.00	3,750.00
Guide Posts, W-1	200	only	7.50	1,500.00
Guard Rail	41,300	lin.ft.	2.50	103,250.00
Median Barrier	6,200	lin.ft.	3.75	23,250.00
Type 2 Barricade	1,600	lin.ft.	3.75	6,000.00
Rail End Pieces	70	only	5.00	350.00
Guard Rail Blocks	4,400	only	1.50	6,600.00
Salvage Guard Rail	3,700	lin.ft.	1.50	5,550.00
Salvage Type 2 Barricade	1,700	lin.ft.	1.50	2,550.00
Guard Rail-Salvaged Guard Rail	2,700	lin.ft.	1.00	2,700.00
Guard Rail-Salvaged Type 2 Barricade	1,200	lin.ft.	1.00	1,200.00
Type 2 Barricade-Salvaged Type 2 Barricade	550	lin.ft.	1.00	550.00
Type 2 Fence	2,000	rods	8.00	20,000.00
16' Type 2 Single Gates	4	only	90.00	360.00
Roadside Seeding	76	acres	150.00	11,400.00
Roadside Mulching	50	acres	250.00	12,500.00
Grass Seed, Creeping Red Fescue	80	lbs.	1.00	80.00
Grass Seed, Chewings Fescue	610	lbs.	1.00	610.00
Grass Seed, Perennial Ryegrass	230	lbs.	1.00	230.00
Grass Seed, Meadow Foxtail	380	lbs.	1.00	380.00
Dutch White Clover	230	lbs.	1.00	230.00
Inorganic Fertilizer, 10-16-8	310	cwt.	6.00	1,860.00
Removal of Existing Sign Installations	All	Required		100.00
Painted Wood Sign Posts	All	Required		1,760.00
Type "C" and "D" Signs in Place	370	sq.ft.	3.50	1,323.00
				$2,749,615.50
Flagging (57½ of Contractor's Cost)	All	Required		$ 20,000.00
Moving Rest Area Facilities and Markers	All	Required		1,500.00
				$ 21,500.00

Utilities

Pacific Northwest Bell Telephone Co.	All Required	$ 125,000.00
	Subtotal	$2,896,115.50
	10% Engr. & Cont.	289,610.50
	Total	$3,185,726.00

Length of Roadway	3.661 Miles
Cost of Roadway per Mile	$870,179.18

Federal Funds	$2,937,000.00
State Funds	248,726.00
	$3,185,726.00

Oregon State Highway Department

Federal Aid
Project No. I-5-2(41)91

BEAR GULCH-CANYON CREEK PASS SECTION OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 10, 1964

Type Code 6201
Roadway (Sta. 245+00 to Sta. 441+00)

Clearing and Grubbing	All Required			$ 150,000.00
Ditch Excavation, Unclass.	770	cu.yds.	$ 3.25	2,502.50
General Excavation, Unclass.	1,510,000	cu.yds.	0.91	1,374,100.00
Overhaul	132,400	cu.yds.	0.60	79,440.00
Extra for Selected Subgrade Material	75,400	cu.yds.	0.25	18,850.00
Extra for Rock Slope Protection Material	62,000	cu.yds.	0.70	43,400.00
Finishing Roadbed and Slopes	3.50	miles	1,500.00	5,250.00
Rounding Cutbanks	10,000	lin.ft.	9.25	2,500.00
Trench Excavation	8,300	cu.yds.	3.25	26,975.00
Special Backfill in Drains	1,050	cu.yds.	6.00	6,300.00
Watering	2,280	M-gal.	3.00	6,840.00
Obliteration of Roadbed	8	stas.	25.00	200,00
Preparation of Old Roadbed	All	Required		750.00
3/4"-0 Material in Leveling Course	12,000	tons	1.90	22,800.00
3/4"-0 Aggregate in Prime Coat	880	cu.yds.	5.00	4,400.00
RC-250 Asphalt in Prime Coat	130	tons	60.00	7,800.00
Plant-Mix Stone Base	151,400	tons	1.80	272,520.00
Bituminous Base Mixture	20,700	tons	4.00	82,800.00
Asphalt in Bituminous Base Mixture	940	tons	36.00	33,840.00
Class "B" Asphalt Concrete Mixture	32,500	tons	4.25	138,125.00
Asphalt Cement in Mixture	1,710	tons	36.00	61,560.00
Detour Wearing Surface	10,700	sq.yds.	1.85	19,795.00
Concrete Invert Lining	1,220	sq.yds.	10.00	12,200.00
Drainage Structure, Sta. "0" 222+27	All	Required		9,000.00
Class "A" Concrete	260	cu.yds.	80.00	20,800.00
Metal Reinforcement	46,000	lbs.	0.15	6,900.00
Drift Rock	All	Required		2,000.00
Trash Grate	All	Required		300.00
10'-8" x 6'11" Structural Plate Pipe Arch, 10 Gage	390	lin.ft.	75.00	29,250.00
15'4" x 9'3" Structural Plate Pipe Arch, 8 Gage	360	lin.ft.	85.00	30,600.00

15-inch Culvert Pipe	1,660 lin.ft.	$ 4.25	$ 7,055.00
18-inch Culvert Pipe	2,050 lin.ft.	5.00	10,250.00
24-inch Culvert Pipe	400 lin.ft.	8.00	3,200.00
30-inch Culvert Pipe	280 lin.ft.	11.00	3,080.00
48-inch Culvert Pipe	350 lin.ft.	25.00	8,750.00
54-inch Culvert Pipe	210 lin.ft.	30.00	6,300.00
6-inch Drain Pipe	1,010 lin.ft.	2.00	2,020.00
12-inch Drain Pipe	420 lin.ft.	3.75	1,575.00
18-inch Drain Pipe	4,100 lin.ft.	6.00	24,600.00
15-inch Culvert End Sections	12 only	35.00	420.00
18-inch Culvert End Sections	5 only	40.00	200.00
24-inch Culvert End Sections	1 only	55.00	55.00
30-inch Culvert End Sections	2 only	11.00	220.00
48-inch Culvert End Sections	5 only	250.00	1,250.00
Concrete Inlets, Type G-2M	30 only	125.00	3,750.00
Guide Posts, W-1	200 only	7.50	1,500.00
Guard Rail	41,300 lin.ft.	2.50	103,250.00
Median Barrier	6,200 lin.ft.	3.75	23,250.00
Type 2 Barricade	1,600 lin.ft.	3.75	6,000.00
Rail End Pieces	70 only	5.00	350.00
Guard Rail Blocks	4,400 only	1.50	6,600.00
Salvage Guard Rail	3,700 lin.ft.	1.50	5,550.00
Salvage Type 2 Barricade	1,700 lin.ft.	1.50	2,550.00
Guard Rail-Salvaged Guard Rail	2,700 lin.ft.	1.00	2,700.00
Guard Rail-Salvaged Type 2 Barricade	1,200 lin.ft.	1.00	1,200.00
Type 2 Barricade-Salvaged Type 2 Barricade	550 lin.ft.	1.00	550.00
Type 2 Fence	2,500 rods	8.00	20,000.00
X 16' Type 2 Single Gates	3 only	90.00	270.00
Roadside Seeding	76 acres	150.00	11,400.00
Roadside Mulching	50 acres	250.00	12,500.00
Grass Seed Creeping Red Fescue	840 lbs.	1.00	840.00
Grass Seed Chewings Fescue	610 lbs.	1.00	610.00
Grass Seed Perennial Ryegrass	230 lbs.	1.00	230.00
Grass Seed Newport Bluegrass	380 lbs.	1.00	380.00
Dutch White Clover	230 lbs.	1.00	230.00
Inorganic Fertilizer, 10-16-8	310 cwt.	6.00	1,860.00
Removal of Existing Sign Installations	All Required		100.00
Painted Wood Sign Posts	All Required		1,760.00
Type "C" and D" Signs in Place	378 sq.ft.	3.50	1,323.00
			$2,749,525.50
Flagging (57½% of Contractor's Cost)	All Required		$ 20,000.00
Moving Stockpiles, Rest Areas and Markers	All Required		$ 3,500.00
			$ 23,500.00

Utilities

Pacific Northwest Bell Te. Co. (Coquille-Azalea) Coaxial Cable	All Required	$ 125,000.00
	Subtotal	$ 2,898,025.50
	10% Engr. and Cont.	289,802.50
	Total	$ 3,187,828.00

Length of Roadway - - - - - - - - - - - - - - -3.661 miles
Cost of Roadway per Mile- - - - - - - - - - - -$870,753.34

Federal Funds -	$ 2,932,000.00
State Funds -	255,828.00
	$ 3,187,828.00

RECEIVED
NOV 24 1964
FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

November 16, 1964

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
T. Dec
Eng. Coordinator

08-35.2-08

By T. Dec
Engineering Coordinator

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-2(41)91
Bear Gulch-Canyon Creek Pass Section
Grading, Paving and Signing

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary right-of-way has been acquired or rights-of-entry obtained, with relocation advisory assistance provided, and further that control of access rights have been acquired with the exception of those involved with utilities, as indicated in Mr. Moehring's November 9, 1964 report--except for three parcels on which negotiations are in progress or condemnation suits will be filed with the expectation that these parcels will be made available for occupancy and contractor's use prior to award except for one barn which will remain until January 2, 1965 according to Article 100-3.3 of your special provisions. Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired, including access rights which may be in court action.

It is understood that you will reopen negotiations with BLM for purchase of all merchantable timber within highway right-of-way and that minor access to the proposed BLM scenic strip, for preservation of natural beauty, will be handled under Section 111, Title 23 U.S.C.

Your November 10, 1964 Staff Attorney's letter to Pacific N.W. Bell should be corrected to clearly indicate that adjacent sections will be handled under this project, preliminary engineering will be billed separately, whether all conflicts are reimbursable, and that roadwork is to be done by the State. This correction along with advice regarding the status of utility right-of-way, as discussed at the September 9, 1964 conference should be furnished prior to our concurrence in award of contract. Authorization to proceed with this reimbursable utility adjustment is withheld until utility plans, detailed estimates and necessary permits or other documents eliminating access rights are furnished to and approved by this office. You indicate that the estimated completion date for this adjustment is August 1965.

(more)

Article 7-25 of your special provisions merely identifies the company rather than actual adjustments as desired by our August 7, 1964 memorandum. In the future we will expect that your special provisions will describe actual adjustment necessary by stationing, type of facility, etc.

The use of the Standard Specifications for Highway Construction - 1964, is approved for use on this specific project, subject to the following limitations: The proprietary reference to AWPA Standard Specifications under Articles 421, 520, and 731 is not approved under the provisions of paragraph 5d of PPM 40-3.1. A special provision or supplementary standard specification should be submitted to assure Federal participation in bid items for which wood preservatives are used with reference to AWPA.

The use of your Standard Specifications for Asphalt Cements (Revision of March 1964) is approved for use on this specific project.

The use of the Division I - General Requirements, Article 8-1 Subletting, dated 12-1-64; Section 215 - Plantmix Stone Base, dated 12-1-64; Section 315 - Plantmix Bituminous Base, dated 12-1-64; Section 320 - Asphalt Concrete Pavement, dated 12-1-64; and Section 520A - Painted Wood Sign Posts, dated 12-1-64, Supplemental Standard Specifications is approved for use on this specific project.

The use of your "wide" ditch section with optional modification due to compelling circumstances is approved for use on this specific project.

The pavement type selection for the project is accepted on basis of documentation attached to your September 28, 1964 "Project Base Design" sheet. Stage construction of the pavement is acceptable on the basis of this design, thereby establishing the eligibility of the future 2-inch overlay for financing with Interstate funds, provided the work is completed within the statutory time limit set for completion of the Interstate system and provided sufficient apportioned FAI funds are available for expenditure for such work at the time the work is authorized.

The property to left of stations 223 to 230 has a right-of-way agreement that a conduit will be placed under the Frontage Road. The agreement provides also that water can be pumped from the stream, which is within the access control line to property outside. No conduit is provided on the plans or called for in the specials. Consideration should be given to modification of the access control line to accommodate this agreement.

Your estimate includes a contingency item for moving stockpiles. Stockpiles are considered to be in the same light as personal property and the moving thereof is a nonparticipating maintenance obligation.

(more)

Article 732-3.2 of your special provisions involves salvaging of materials for which an appropriate credit has not been included in your estimate for the determination of Federal-aid participation.

Mr. Young's November 12, 1964 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
REVISED PAVEMENT BASE DESIGN

Page 1 of 3 Pages

RECEIVED Oct 1 8 1964 FOR FILING

Section BEAR CREEK - CANYON CREEK PASS Highway PACIFIC (FA 3) County DOUGLAS Proj. No. (1)-1

Engr. W. W. Hackleman Approx. Length 3.89 Miles. Sta. 230+50± to Sta. 438± thru eq Total 9-2 8.6±

Mean A.D.T. 779 Traffic Coefficient 10.3 18 kip s.a. per day 545.7.

Mean Precipitation 42"± Frost Penetration - - - - - - - - .

(2) Typical

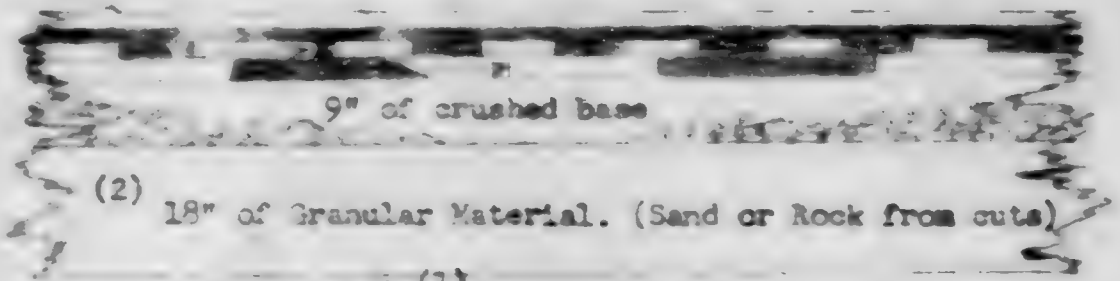
Tested Soil		Granular Material
31	LL	25
6	PI	0
92	%P 10	94
51	%P200	15
9	%Gravel	5
22	%C Sand	58
18	%F Sand	22
34	%Silt	12
10	%Clay	3
34	"R" Value	69
	(Corrected)	

AASHO CLASSIFICATION:
A-4 (3) A-1-b (0)

MATERIAL SOURCES:
To be determined by the Engineer.

(2)
MC CREDIT allowed as the granular material, either sand, A-1-b (0), "R" Value of 69 or rocky material , is used only to upgrade or improve the natural subgrade of silty sand A-4 (3), "R" Value of 34.

2" of A.C. (Final)
3½" of A.C. (Immediate)
3" of Plant Mix Bituminous Base.



Total Req.	Actual	Actual	
	4	2	AC (Final)
	7	3½	AC (Imm.)
	4½	3	PMBB
	9	9	Or Base
	0	18	Granular Material
24½	24½	35½	

	Truck ADT	Wear. Surf.	Level	Base		
OTHER ROADS	240-600	3½ AC	2	14½	23½	20
	90-240	3½ AC	2	12	21	17½
	30-90	3 AC	2	11	19	16
	8-30	2 AC	2	10½	16½	14½
	1-8	1½ AC	2	9½	14½	13
	Cars Only	1½ AC	2	6	11	9½

NOTED & P. SHEET

Submitted by J. W. Garbrough, Staff Assistant
Recommended by G. K. Harris, Engineer of Materials
Recommended by A. E. Baker, Asst. Construction Engineer
Approved by Chas. H. Purdom, Asst. State Highway Engineer

Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Bridge Engineer

SECTION: BEAR GULCH-CANYON CREEK PASS

HIGHWAY: PACIFIC (FA 3)

COUNTY: DOUGLAS

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study for Year _____

A. Present ADT 4800 (Total)

B. Future ADT 12,500 (Total)

C. Mean ADT 8650 (ADT)

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 18 (ADT Basis)

G. Trucks (in one direction) F= 9% x (C) 8650 = 779

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 779 x (H) 100 % = 779

TRAFFIC COEFFICIENT = K (I) $^{0.11}$

where K = .249

= 10.3

S [illegible]: PEAR HUICH-CANYON CREEK PASS

[illegible]: PACIFIC (PA 3)

[illegible]: DOUGLAS

Part [illegible]

Principal [illegible]

1. **Traffic Classification:** See attached sheet

2. **Soils Characteristics:** See design chart attached

3. **Weather:** See design chart attached

4. **Performance of Similar Pavements in Area:** Good X Fair _____ Poor _____
   Remarks: _____

5. **Cost Comparisons:** See remarks

Secondary Factors Governing Selection

6. **Adjacent Existing Pavements:** A.C. or Oil

7. **Stage Construction:** Part of the design

8. **Depressed, Surface, or Elevated Design:** Surface

9. **Conservation of Aggregates:** Not a consideration

10. **Stimulation of Competition:** Not a consideration

11. **Construction Considerations:** No problem

12. **Municipal Preference, participating local development preference, and Recognition of Local Economy:** Not a consideration

13. **Traffic Safety:** No unusual problems

14. **Availability of an Adequate Local Materials or of Local Commercially Produced Paving Mixes:** No problems

CONCLUSION AND REMARKS:

Deposits of diorite sand and rock (greenstone) will be encountered in the excavation on this project. Either will be suitable to upgrade or improve the subgrade. 18" of this material is called for as part of the grading operations.

Use of this granular material permits the depth of surfacing for A.C. pavements as shown on Page 1, and as designated in 1958 as Interstate minimum thickness.

Local deposits of "greenstone" have been tested and found suitable for use in A.C. However, to produce the fine fraction for P.C.C. from a crushing operation would present difficulties and add further to the cost of P.C.C. Our laboratory advised the fine fraction would, in part or in whole, be imported for P.C.C.

FORM E-123X BOM 12-63
RECEIVED
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. RIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 28, 1964

Pacific Northwest Bell Telephone Company
Pacific Power and Light Company

RE: Preliminary Right of Way Map
Bear Gulch-Canyon Creek Pass Section
Pacific Highway - Douglas County

Gentlemen:

Attached you will find _____ print(s) of the preliminary right of way map, our file #8B-31-12. This right of way map covers the above-captioned section. The present tentative schedule calls for opening of bids on December 8, 1964.

Mr. Paul R. Barnhart, P. O. Box 1128, Roseburg 97470, is the Field Utilities Liaison Engineer for this project.

Very truly yours,

F. D. Morgan
Construction Engineer

By Phil G. Preston
Phil G. Preston

(for) T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

Attachment

cc: L. P. Shaw
L. R. Chandler
P. R. Barnhart

RECEIVED
AUG 31 1964
OFFICE OF
STATE HIGHWAY ENGINEER

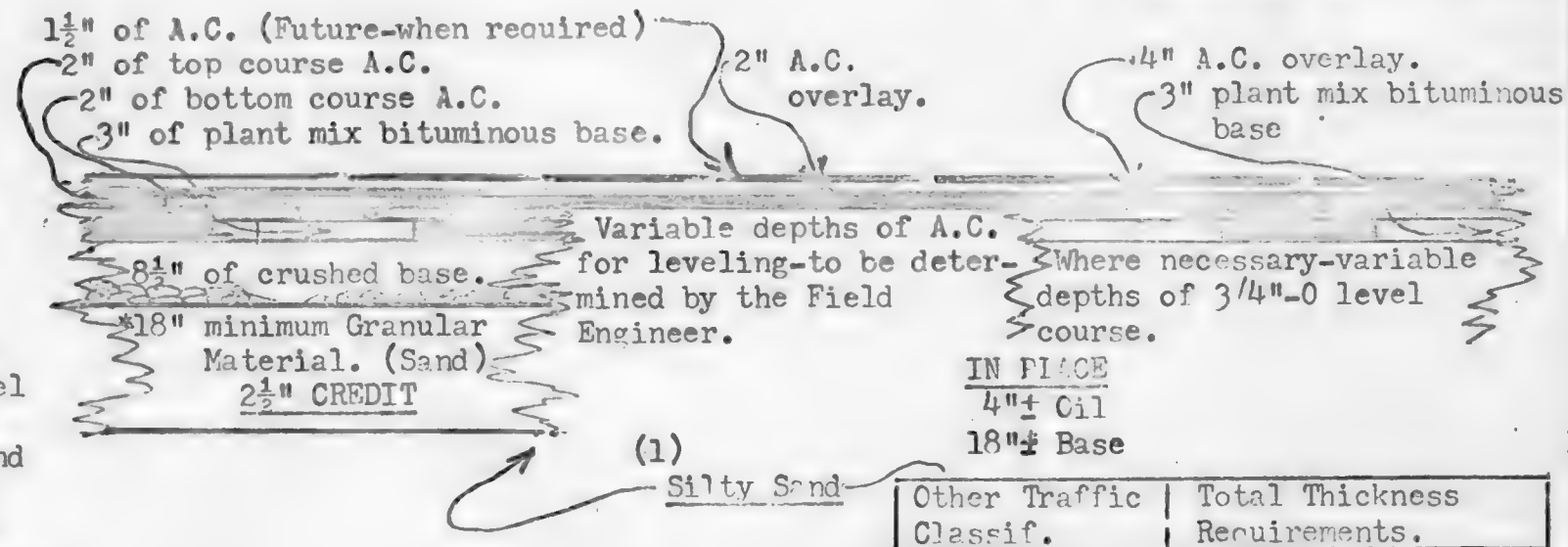
OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section BEAR GULCH-CANYON CREEK PASS UNIT
CANYONVILLE-JOSEPHINE CO. LINE
Approx.
Highway PACIFIC (FA 3) County DOUGLAS
Res. Engr. Length of Project 3.6 Miles. Sta. to Sta.
Prefix 610-1482
Date 1-3-64

RECEIVED
JAN 20 1964
FOR FILING

TYPICAL SECTIONS Traffic Classif. - VERY HEAVY

NEW WORK



(1)
Typical Soil
31 LL
6 PI
92 % P10
51 % P200
8 % Gravel
22 % C Sand
18 % F Sand
34 % Silt
18 % Clay
34 "R" Value (Corrected)
AASHO CLASSIF.-A-4 (3)

EXISTING ROADWAY (UNDISTURBED)

EXISTING ROADWAY (DISTURBED) (Where scarified and utilized)

IN PLACE
4"± Oil
18"± Base

Other Traffic Classif.	Total Thickness Requirements.
VERY HEAVY	16½"
HEAVY	14"
MEDIUM HEAVY	12½"
MEDIUM	11"
LIGHT	9½"

Interstate

Required Base & Wear Crushed	Required Base & Wear Not Crushed	Designed Base & Wear Exist. Surf. Allow.	Designed Base & Wear New Work	
NEW WORK				
			4	A.C.
			3	PMLB
			8½	Cr Base
18" of *GM =			2½	CREDIT
18			18	PRESENT
		Future	1½	A.C.
			19½	FUTURE

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
OVER EXISTING ROADWAY

SEE SECTION

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

The material in this area is generally fair, but poor material will be encountered and should be upgraded by the use of Plant Mix Bituminous Base.

NOTED
LLOYD P. SHAW

B.P.R.

cc Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division
Chief Locating Engineer
Rural Engineer

Submitted by J.W. Clark Staff Engineer

Recommended by [illegible] Asst. Construction Engineer

Recommended by [illegible] Engineer of Materials

Approved by [illegible] Deputy State Highway Engineer

PAVEMENT TYPE SELECTION

BEAR GULCH-CANYON CREEK PASS UNIT
CANYONVILLE-JOSEPHINE CO. LINE SECT.
PACIFIC HIGHWAY (FA 3)
DOUGLAS COUNTY
Prefix 610-1482

Principal Factors Governing Selection

1. Traffic Classification: VERY HEAVY — Present ADT 4600 — 1975 ADT 9000 — % Heavy Vehicles 15
   (NOTE: Increase classification one step for heavy logging use)(
2. Soils Characteristics: See design chart attached
3. Weather: Frost Penetration _____ Annual PRECIPITATION 42"±
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: when constructed to present OSHD surfacing thickness standards
5. Cost Comparisons: Not appropriate due to other factors

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: No problem
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: No problem
10. Stimulation of Competition: Not appropriate
11. Construction Consideration: No problem
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not appropriate
13. Traffic Safety: No problem
14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:

Due to items 4 and 6 and A.C. wearing surface has been selected.
A.C. wearing surface was designated for this section in the 104 (b) 5 Needs Study.

Ky

I-5-2(42) Glendale Jct.-Coyote Cr. Sec., 1964
76 Pacific Hwy. (Grad., Pav.,
#6519 Struct. & Sign.) [redacted]

Agreements
C & A 2784

NOV 24 1970

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 19, 1970

To: MEMO TO FILE

SUBJECT: Research of Highway Records and Testimony by Jim Chaney in Sacramento, California re Smithhart v R. L. Houck Sons Corp.

In connection with the request of the law office of Fitzwilliam, Memering, Stumbos & DeMers for Jim Chaney to go to Sacramento with records and for the purpose of testifying, procedures for his trip were determined after consultation with L. I. Lindas, Frank McKinney, and V. E. Skoog.

Mr. Chaney will be on vacation (he has no objection to this) and will take with him copies of records certified by Commission Secretary Floyd Query, not original records. The matter of compensation between the requesting law firm and Mr. Chaney will be up to him.

A. E. Johnson
Assistant State Highway Engineer

AEJ:ms
cc Tom Edwards
Frank Morgan
L. I. Lindas

RECEIVED
NOV 17 1970
FOR FILING
I-5-1-4
6519

507 State Highway Bldg.

November 17, 1970

Mr. Frank O. Morgan
Construction Engineer
Room 212
State Highway Building

Re: Grimm v. Smithhart, Contract 6519
Research of Highway Records and Testimony by Mr. Chaney

Dear Mr. Morgan

Attached please find a copy of a letter from a law firm in California requesting some research work by members of the Highway Division and requesting Mr. Chaney's presence in California to testify in a law suit.

As you will note in the letter they have agreed to reimburse the Highway Division for all costs involved with this research and to reimburse Mr. Chaney while he is in California.

The case arises out of an accident in 1966 and the statute of limitations has run so that there is no possibility of any Highway personnel or the State of Oregon becoming involved in the law suit.

One of the defendants is the contractor we had employed on the job at that time and I would recommend that we cooperate with this law firm in preparing their defense.

If it is acceptable to you, I would appreciate it if you could advise Mr. Chaney as quickly as possible that he may commence the research project and go to California and testify as a witness.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:hg
cc - Mr. A. E. Johnson
Mr. Ray Asburry
Mr. Jim Chaney
Attachment

LEO M. FITZWILLIAM
ROBERT H. MEMERING
JOHN D. STUMBOS, JR.
LOUIS A. DEMERS
M. H. POTHOVEN
WILLIAM S. STEWART
T. D. BOLLING, JR.
DONALD S. WALTER
GERALD K. PETERSEN
ALFRED GAWTHROP, JR.
LAURENCE L. ANGELO
MICHAEL J. CONLAN

LAW OFFICES
FITZWILLIAM, MEMERING, STUMBOS & DEMERS
POST OFFICE BOX 590 708 TENTH STREET
SACRAMENTO, CALIFORNIA 95803

TELEPHONE
AREA CODE 916
443-9001

November 13, 1970

IN REPLY REFER TO:

Grim v. Smithhart (TDB)

RECEIVED
NOV 16 1970
LEGAL

Mr. Jack Solles
Oregon State Highway Department
Legal Division
504 State Highway Building
Salem, Oregon 97310

Dear Mr. Solles:

Pursuant to our telephone conversation of November 13th, we wish to advise you of the matters that we require from the State of Oregon Highway Department in connection with the lawsuit brought in California by the Smithhart's against Roy L. Houce Sons Corporation.

As you are aware, the lawsuit arose out of an accident that occurred on September 30, 1966 on the "Glendale Junction" construction project. We understand that the project number is I-5-2 (42) 76, which is a project included in Contract 6519, between the State of Oregon and Houck. The project consisted of construction of a freeway. Houck was the general contractor, employed by the State of Oregon.

The location of the accident has been pretty well pinpointed. Mr. Chaney is aware of the location.

It has been contended by the plaintiffs that at the location of the accident there was a four inch difference in elevation between the east edge of the southbound lanes and the gravel bed for the shoulder area between the east edge of the southbound lanes and the top of the enbankment immediately above the northbound lanes. (The northbound lanes at the point of the accident were some four to five feet below the southbound lanes.) It is contended by the plaintiffs that the plaintiff's vehicle went off the inside southbound lane (the inside southbound lane was being used as the northbound lane at the time of the accident -- the true northbound lanes

were closed because of construction at the time of the accident) and out of control, due to the four inch difference in elevation.

We recently met with Mr. Chaney in Eugene. Mr. Chaney informed us that according to his recollection the inside southbound lane had been used as the northbound lane for approximately thirty days prior to the accident. According to Mr. Chaney the construction on the northbound lanes had been completed at about the time of the accident. It was planned to route traffic onto the northbound lanes approximately the day after the accident occurred. Chaney informed us that the shoulder area, mentioned above, was to be poured with asphalt. However, this procedure was one of the last phases in the construction. Accordingly, according to Mr. Chaney, after the traffic lanes (southbound) were poured, rock and gravel was poured on the "shoulder" area to bring it up level to the roadway, while the southbound lanes were used for both north and southbound traffic. Then, when the contractor was ready to pour the asphaltshoulder area, approximately two inches of gravel and rock were removed by equipment so that the shoulder area would be essentially level with the roadway. (Actually, we believe that the shoulder area was banked, so there would be an incline from the east edge of the southbound lane to the top of the enbankment above the northbound lanes.) Chaney believed that the removal of the rock and gravel and the asphalt pour took place subsequent to September 30, 1966.

Mr. Chaney has in his file a photograph of the curve in question, taken sometime during the construction, after the southbound lanes were poured. This photograph, which is undated, shows that the shoulder area in question consists of rock and gravel and is level with the east edge of the southbound lanes at the point of juxtaposition of the east edge of the southbound lanes and the shoulder. The photograph further shows that the shoulder inclines upward to the edge of the enbankment. Unfortunately, there is a overturned egg or milk truck visible in the photograph, which is probably the reason the hpotograph was taken.

We understand from Mr. Chaney that the Highway Department has records that will show all progress on the project at or about the time the accident occurred. These records should show the date the southbound lanes were poured, the date that the shoulder was rocked and graveled, the date

cut or feathering forthe asphalt pour on the shoulder was made, etc. Hopefully, the records will also show the type and extent of the signing utilized by the contractors.

In addition to the State of Oregon's progress records, we understand that Mr. Chaney had an assistant engineer, as well as an inspector on the job with him. We understand that Mr. Chaney, the assistant engineer and the inspector all maintained diaries that will show many of the details of the construction, as well as any unusual conditions that existed during the course of construction.

Mr. Chaney has explained to us, and we fully realize, that to locate and research the records will require a considerable amount of time. We endeavored to explain to Mr. Chaney that we did not expect the State of Oregon or Mr. Chaney to conduct the necessary research at their expense. We guarantee that the State of Oregon will be fully compensated for the time (salary) of Mr. Chaney and all other personnel required to complete the research that we need.

We will also appreciate Mr. Chaney's traveling to Sacramento with the records that are obtained during the course of the research. These records will include all records pertinent to the construction during the thirty day period prior to the Date of accident and the ten-day period subsequent to the date of accident. (We assume that all pertinent phases of construction will be included within this forty-day period; if not, the period will have to be extended.) We will also appreciate Mr. Chaney's bringing the complete plans and specifications for the project, and his diary, to Sacramento with him. We would like Mr. Chaney to be in Sacramento on Sunday morning, November 22, to meet with us and go over all of the materials. We will make a decision at that time as to whether it will be benificial to have Mr. Chaney testify. In this regard we wish to emphasize that what we are primarily concerned with is locating and producing the records that will support Chaney's, as well as Houck's, recollection of the actual condition of the shoulder at the time the accident occurred. Assuming that these records can be located and produced, we will probably have Mr. Chaney testify. However, in any event, we will wish Mr. Chaney to be in Sacramento with all of the records on Sunday.

We will make the arrangements for Mr. Chaney's transportation to and from Sacramento, as well as for his accomodations while in this city. Any time that he misses from his employment will be of course reimbursed to the State of Oregon, just as will the time that he, or otherp ersonnel, spend in research.

In addition, Mr. Chaney will be compensated at an engineer's rate for the time that he spends in consulting with us in Sacramento. If he testifies, he will of course be an expert witness and will receive the usual expert witness fee.

In addition to the materials mentioned above, we would appreciate Mr. Chaney sending us, by return mail if possible, a copy of the State of Oregon's sign manual as it existed in 1966. This manual will of course be on a loan basis and we will return it to Mr. Chaney. Also, we will appreciate his forwarding us the two photographs that he has in his file, showing the overturned milk or egg truck and the shoulder as described above.

If there are any questions concerning the information we need, or any of the arrangements that are discussed herein-above, please telephone us immediately, collect.

The trial is scheduled to commence on November 23rd. Consequently, time is of the essence. We sincerely apologize for the delay in communicating our requests to you. However, due to the distance involved it was somewhat difficult for us to ascertain just how we should go about obtaining the necessary information.

We sincerely appreciate the courtesy and cooperation you are extending and hope that we will be in a position to reciprocate at some future time.

Very truly yours,

FITZWILLIAM, MEMERING, STUMBOS & DeMERS

T. D. Bolling, Jr.

By: T. D. Bolling, Jr.

TDB:jh

---

cc: Mr. James Edward Chaney
Oregon State Highway Department
2141 East 15th
Eugene, Oregon

Mr. Thomas B. Brand
Brand, Lee & Scott
Attorneys at Law
515 Pioneer Trust Building
Salem Oregon 97301

Aetna Casualty & Surety
P. O. Box 2070
Eugene, oregon 97402

Aetna Casualty & Surety
400 Capitol Mall
Sacramento, California

Attention: Mr. Wes Berger

Re: File No: E 42 PL 112916 Rg
Insured: Roy L. Houck Sons Corporation

Mr. James Houck
P. O. Box 7381
Salem, Oregon 97308

Mr. Lewis Herman
Standard, Weisberg, Heckerling & Rosow
Attorneys at Law
38 Park Row, Opposite City Hall
New York, New York 10038

P.S. We have made arrangements for Mr. Chaney to have a reservation at the Mansion Inn in Sacramento for Saturday night, Nivember 21st. Jim Houck and his superintendent, Charles Johnson, also have reservations at the Mansion Inn. We plan to have a meeting with all three gentlemen commencing at 10:00 on Sunday, November 22, at which time all plans and records will be reviewed and a general discussion of the -situation held. If either you or Mr. Chaney will advise us of which plane he wishes to take to Sacramento, we will make arrangements for his airfare.

T.D.B.

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 17, 1970

To: MEMO TO THE FILE

SUBJECT: Contract No. 6519
Glendale Junction-
Coyote Creek Section
I-5

On April 15, Mr. Rohde advised me that Mr. Traglio of Aetna Life and Casualty Company, P. O. Box 2070, 1700 High Street, Eugene, Oregon, Phone Number 342-2491, contacted him regarding an accident that occurred during the construction of the highway under the above contract. The accident occurred one mile south of Glendale Junction on September 30, 1966. He advised Mr. Rohde that the contractor Roy L. Houck had been sued along with another individual in California, as a result of this accident. He requested that he be allowed to look through the contract file to see if he could find any reference to the accident in the file, and he was granted this information.

An added note, the resident engineer on the job was James Chaney, Eugene, Oregon.

The suit is evidently based on a claim that the contractor left the highway in a hazardous condition during the time he was constructing it.

Jack L. Sollis

JACK L. SOLLIS
Asst. Attorney General

JLS:gc

1448

Contract 6519 —
Elmendale Jct – Coyote Creek Sec
I 5

Res Engr's James Chaney — =
Eugene – 2191 East 15th St
Ex 296 — 342 – 1361

Mr. Traglio — Helms Wiz & Connolly
PO Box 2070
1200 High St – Eugene
342 – 2491

Accident: 9/30/66
1 mile south Elmendale Jct —

Victoria Ins. Carrier for Roy L Houck.
Smithhart
~~Smith Hart~~ & Houck & others
Calif Court Sacramento

Claims hazardous conditions kept by contractor.

Ted Buehler — 204 Boone

RECEIVED
JAN 14 1970
FORM E-20-X (12-62)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 13, 1970

SUBJECT:

To: Mr. R. L. Porter
Mr. F. B. Klaboe
Mr. Tom Edwards
Mr. G. E. Rohde
Mr. V. E. Skoog
Mr. C. G. Swenson

Attached is a summary of the 1969 Claim Board reviews. This was the second complete calendar year for the Board and the third year of its existence. The following is noted in the 1969 activities:

1. Seven controversies were before the Board completed with 11 in 1968.

2. Although there were fewer claims before the Board, the original claim amounts were over three times the 1968 total.

3. The Board sanctioned some additional compensation on every 1969 claim. In 1968 two were rejected entirely.

4. 1969 includes the largest settlement yet approved (the Canyon Road haul claim on N.W. Johnson-S.W. Montgomery Section) and also the next largest (Roberts Mountain-Myrtle Creek). This latter settlement disposed of what for some time had been our oldest claim.

5. The proportion of complete settlements secured was poorer in 1969 even though the two largest claims mentioned above were completely settled. Three of the 1969 claims are not settled.

John A. Bond, Secretary
Claims Review Board

JAB:fw
Attach.

NOTED
TOM EDWARDS

RECEIVED
JAN 13
OFFICE
STATE HIGHWAY ENGINEER

SUMMARY OF 1969 CLAIM BOARD REVIEWS

Claim Review No.		Amount Claimed	Review Action Amount	Contractor Acceptance
15	Glendale Jct.-Coyote Cr.	$ 34,061.21	$ 25,000.00	Yes - 6519
8b or 16	Lime-Malheur Co. Line	171,141.36 (T) Revised to approx. 42,000.00	18,652.25*	No - 6747
17	Main St. (K. Falls) Bridge	106,784.28 (T)	3,633.43 & paid	No - 6895
18C	Murder Creek Signing	12,522.82 (T)	7,350.00	No - 7168
19C	Roberts Mtn.-Myrtle Cr.	418,070.36 Revised to 67,000	67,000.00	Yes - 6451
20	NW Johnson-SW Montgomery	(248,434.47) Revised to 85,953.10	85,953.10	Yes - 6832
21	S. Baker Interch.-Encina	43,900.00 (T)	4,500.00	Yes - 7019
		$1,034,914.50	$212,089.28	

* This claim is still under consideration. Amounts shown are most recent status of negotiations. Amounts involved in parts previously settled are not included ($13,129.21 paid on $15,376.04 claimed).

C Reviewed a Staff level recommendation - contractor not present.

(T) Claim includes some time liquidated damages.

JAB:fw
1-12-70

RECEIVED
JUL 7 - 1969
FOR FILING

Floyd 7/7/69 -
I gave original
to Linda.
C.H.

ROY L. HOUCK SONS' CORPORATION

Contract No.		Amount
5478	1959	$1,718,220.50
5573		1,[illegible].10
5592		[illegible],693.50
5608		783,219.63
5627		714,392.50
5739		266,020.00
5755		33,945.00
5762		1,238,283.90
5788		307,419.00
5795		671,071.25
5810		61,527.00
5812		1,581,649.35
5818		[illegible]
5834		1,555,686.55
5841		12,580.90
5916		1,335,701.00
5945		1,576,921.60
6122		876,721.10
6180		3,931,459.00
6299		596,985.40
6301		24,456.75
6303		283,579.00
6347		2,764,553.00
[illegible]		$3,122,179.10
6405		353,294.25
6444		1,213,190.30
6451		3,540,351.60
6476		358,968.70
6518		3,020,300.50
6519		4,520,307.95
6545		1,959,874.90
6546		603,717.60
6706		243,583.67
6811		703,310.00
[illegible]		136,600.00
[illegible]		[illegible],483,601.00
7215		1,905,497.00
	TOTAL	$48,815,158.60

NOTED
FLOYD QUERY

RECEIVED
JUL 8 - 1969
COMMISSIONERS OF

GLENN E. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 3, 1969

Mr. Vernon L. Burda
Attorney at Law
P. O. Box 2205
Salem, Oregon 97301

Re: Roy L. Houck Sons' Corp.
v. State of Oregon
Case No. 64904
Our file L-5768

Dear Vern:

As per your telephone suggestion of July 2, 1969, I endeavored to reach your client, Roy L. Houck, Jr., who wished to discuss with me a possible settlement of the above matter. To date, I've not heard from him, although when I called and found he was not in, I left word I was willing to speak with him.

In view of your full time employment in another organization and your statement to me you will have to withdraw from the case in event of its trial on July 15, I hasten to advise you we feel the Houck claim for extra compensation to be completely without merit, and we will be prepared to proceed to trial on the date set by the Court, viz July 15, 1969.

Of course, I'm still willing to discuss the matter with Mr. Houck in the interim should he be so inclined.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
L. I. LINDAS
Staff Attorney

LIL:gw
cc: Roy L. Houck, Jr.
G. E. Rohde
R. L. Porter

RECEIVED
JUL 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 18 1969
FOR FILING

I 5-2(1-2)
6519

Salem, Oregon
June 17, 1969

C. K. Rohde
Chief Counsel

BUILDING

Settlement
Houck v. State, L-5837

Reference is made to Mr. Lindas' letter of June 16 concerning settlement in the Houck v. State case, L-5837.

On this date I discussed the matter with Chairman Jackson and secured his approval. I believe it should be on the next Commission meeting agenda as a "Case Settled" and assume you will include it in your report; if not, please let me know.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
John A. Bond
V. E. Skoog

FORM E-30X—50M—2-66 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 16, 1969

To: Frank C. McKinney
Assistant Counsel

Office

SUBJECT: Settlement -
R. Houck Sons Corp. v.
State of Oregon
L-5837

In July of 1968, Roy L. Houck Sons Corp. instituted the above action against the State of Oregon, by and through its State Highway Commission, to recover the sum of $36,429.49, alleging misrepresentation and misappropriation of excavation denoted on the contract construction plans as "excess rock material."

Subsequent to the filing of this action, the contractor requested the Contract Claims Board to review their claim of $36,429.49, together with a claim they were also filing on behalf of their subcontractor Lillebo Construction Co., amounting to $6,000, or a total claim of $42,429.49.

The hearing was granted and the Claims Board, upon hearing the matter, recommended the payment to the contractor of $20,000 in complete settlement of all claims, which offer was rejected by the contractor, it countering with an offer to settle all claims for the sum of $30,000.

The undersigned thereafter negotiated with the attorney for the contractor in an effort to amicably dispose of the matter. Following these negotiations, the contractor's counsel committed his client to settle all claims for the sum of $26,000, which offer was conveyed to the Claims Board for their consideration. Upon a full discussion of the matter, the Claims Board authorized the writer to endeavor to reach a settlement less than $26,000, but if unsuccessful, to close the matter by paying to the contractor the sum of $26,000.

Further negotiations were had and on June 2, 1969, the contractor informed the undersigned they were willing to close the matter by the payment to them of the sum of $25,000.

I thereafter forwarded to counsel for the contractor a stipulation to dismiss the pending case with prejudice, together with a release of all claims to be executed by the contractor.

I have now received the executed release and payment is being processed for delivery to the contractor. Counsel for the contractor states

he will forward to me the executed copy of the stipulation, upon the receipt of which I shall proceed to cause the dismissal of the pending action with prejudice.

L. I. LINDAS
Staff Attorney

LIL:gw

cc: G. E. Rohde
R. L. Porter

RECEIVED
JUN 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 17 1969
FOR FILING

I-5 2(42)76
6.11

June 16, 1969

General Insurance Co. of America
Portland Service Office
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

A post-final payment for $25,000 will be made to Roy L. Houck Sons' Corporation on Contract No. 6519 for grading, paving, signing, and structure on the Glendale Junction-Coyote Creek Section of the Pacific Highway in Josephine and Douglas Counties, as soon as the warrant is prepared.

The total amount paid on this contract will be $5,117,103.77 including the post-final payment. Of the total $278,137.97 is for force account work.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Roy L. Houck Sons' Corporation
P. O. Box 671
Salem, Oregon

C. T. Keasey
V. E. Skoog
Attn: John Herr

RECEIVED
JUN 16 1969
FOR FILING

E 2(19)7
15 M

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 13, 1969

SUBJECT: Glendale Jct.-Coyote Creek Section
Contract No. 6519

To:

Mr. John A. Bond
Construction Administration Engineer
BUILDING

The necessary release has now been executed on behalf of the contractor and the legal matters are in order to permit making the actual $25,000 payment to the contractor.

G. E. Rohde
Chief Counsel

By

L. I. Lindas
Staff Attorney

LIL/JAB;fw

Routing

Morgan
Decker
Bond
Walker
Boehme
Jensen

RECEIVED
JUN 13 1969
CONSTRUCTION DIVISION

Pease
Swen
Glenn
Litchfield
Gallagher
Stein

NOTED
FLOYD QUERY

FORM E-123

COMMISSIONERS
GLENN O. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. GROND, MEMBER
PORTLAND

RECEIVED
JUN 11 1969
FILED

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 3, 1969

Mr. Vernon L. Burda
Attorney at Law
P. O. Box 2205
Salem, Oregon 97301

Re: Roy L. Houck Sons' Corp.
vs. State of Oregon
Case No. 65662
Our file L-5837

Dear Vern:

Mr. James Lambie, of the Roy L. Houck Sons' Corporation, informed me yesterday that the State's offer to settle the above matter, including also their claim on behalf of their sub-contractor, for the sum of $25,000.00 was acceptable to them.

I have, therefore, prepared a stipulation, motion and order to dismiss the above-entitled cause, and also a release of claims against the State in connection with the performance of contract 6519.

I am forwarding you herewith an original and copy of the stipulation, and copies of the proposed motion and order to dismiss the above case. If these forms meet with your approval, please execute the original of the stipulation and return to me.

If the form of release is satisfactory to you, please have the Houck Corporation execute the original and return to me.

Upon payment of the $25,000.00 to the Houck Corporation, I will then file the stipulation and motion and secure the Court's signature to the order to dismiss. The Construction Department is processing the payment to your clients of the sum of $25,000.00, which check should be forthcoming in the immediate future.

Thanking you for your past courtesies, I am,

Very truly yours,

G. E. ROHDE
Chief Counsel

By
L. I. LINDAS
Staff Attorney

LIL:ap
cc Mr. Frank C. McKinney
Mr. L. L. Porter
Mr. John A. Bond

RECEIVED
JUN 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 19, 1969

SUBJECT: Glendale Jct.-Coyote Creek
Contract No. 6519

To:

Mr. R. L. Porter
Deputy State Highway Engineer
BUILDING

Herewith copy of a letter which Mr. Roy L. Houck, Jr. delivered in person to my office late Friday.

The Houck firm rejects the Claims Board's $20,000 offer and presents a counter offer of $30,000.

Please advise if you wish to convene the Board to consider this. Mr. Houck offered to appear before the Board again to explain his derivation of the money amount of his counter offer.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
Attach.

NOTED
R. L. PORTER

RECEIVED
MAY 19 1969
OFFICE OF
STATE HIGHWAY ENGINEER

ROY L. HOUCK SONS' CORPORATION
Heavy Construction Contracting
1158 CHEMEKETA ST. N.E. SALEM, OREGON 97308
P.O. BOX 671 PHONE 585-5950

"AN EQUAL OPPORTUNITY EMPLOYER"

May 16, 1969

Oregon State Highway Department
State Highway Building
Salem, Oregon

RE: OSHC Contract 6519
Glendale Junction -
Coyote Creek

ATTN: Mr. John Bond
Secretary, Claims
Review Board

Dear Sir:

We have received your letter of May 5, 1969, in which you offered us $20,000.00 as final settlement of all claims on the above referenced project. This amount has been determined unsatisfactory, but as a result of the meeting with the Board, we are prepared to accept the sum of $30,000.00 as complete and final settlement of all claims on this project. This amount is offered as a compromise settlement to avoid litigation.

If you are agreeable to settlement on this basis, please advise in the near future and forward a price agreement.

Sincerely yours,

ROY L. HOUCK SONS' CORPORATION

Roy L. Houck, Jr.
President

RLH:rb

OREGON STATE HIGHWAY DEPARTMENT

NOTED
R. L. PORTER

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 5, 1969

Roy L. Houck Sons' Corporation
P. O. Box 671
Salem, Oregon 97308

ATTENTION: Mr. Roy L. Houck, Jr.

RE: Glendale Jct.-Coyote Creek Section
Contract No. 6519

Gentlemen:

The Claims Review Board has completed their consideration of the two claims presented on this project and which were the subject of your meeting with the Board on March 26.

After careful consideration, the Board has sanctioned a lump sum offer in the amount of $20,000 as complete and final settlement of all claims on the project. This amount is offered as a compromise settlement to avoid litigation.

If you are agreeable to settlement on this basis, please advise in the near future and a Price Agreement will be prepared promptly.

Very truly yours,

John A. Bond, Secretary
Claims Review Board

JAB:fw
bc R. L. Porter

RECEIVED
MAY 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 21 1969

I-5-2(42)76
6519

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 20, 1969

SUBJECT: Glendale Jct.-Coyote Creek
Contract No. 6519

To:

MEMO TO THE
CLAIMS REVIEW BOARD FILES

Mr. Leonard Lindas of our Legal Division just advised me that Vern Burda, Counsel for Roy L. Houck Sons' Corporation on the subject claim, called him (Mr. Lindas) this morning to advise that he was authorized to offer a complete settlement on this claim, including both parts, for a lump sum of $26,000. Apparently, this is a further reduction from the $30,000 written offer which Mr. Houck delivered to me last Friday.

Early consideration of this latest offer is indicated. I will be contacting the Board members concerning the earliest possible time to reconvene to consider this.

4:00 P.M.
5-20

ALTERED
BY RECEIVE

John A. Bond, Secretary
Claims Review Board

JAB:fw

cc: R. L. Porter
Tom Edwards
F. B. Klaboe
G. E. Rohde
V. E. Skoog

RECEIVED
MAY 20 1969
OFFICE OF
STATE HIGHWAY ENGINEER

ROY L. HOUCK SONS' CORPORATION
Heavy Construction Contracting

1158 CHEMEKETA ST. N.E.
P.O. BOX 671

SALEM, OREGON 97308
PHONE 585-5950

Routing
Morgan
Dacker
Walker
Bashm
Johnson

RECEIVED
FEB 2 3 1969
CONSTRUCTION DIVISION

February 27, 1969

F. D. Morgan, Construction Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon

RE: OSHD Contract #6519
Glendale Junction/Coyote Creek

Dear Sir:

In answer of your request regarding items to be presented to the Claims Board review, we submit the information:

Item #1
Reimbursement of $36,429.49 to Roy L. Houck Sons' Corporation for work not covered by contract. Request for payment was made in our correspondence of August 24, 1967.

Item #2
Reimbursement of $11,830.00 to Tom Lillebo Construction Company, our bridge subcontractor on this project, for structure excavation. Request for payment was made in their correspondence dated August 22, 1967.

If additional information may be required, please contact me.

Very truly yours,

ROY L. HOUCK SONS' CORPORATION

Jim Lambie
Engineering Division Manager

JL:rb

cc: Tom Lillebo Construction Company
O. H. Foster

2/25/69 Sent
2 Copies to Kenney
1 Copy to Johansen
Dan Thomas
DW

ROY L. HOUCK SONS' CORPORATION
Heavy Construction Contracting
1158 CHEMEKETA ST. N.E. SALEM, OREGON 97308
P.O. BOX 671 PHONE 585-5950

February 24, 1969

Routing

RECEIVED
FEB 25 1969
CONSTRUCTION DIVISION

Mr. John Bond, Staff Assistant
Oregon State Highway Department
Room 202, State Highway Bldg.
Salem, Oregon 97310

RE: O.S.H.D. Contract #6519
Glendale Junction Coyote
Creek Section I5

Dear Sir:

We hereby request a hearing before the Board of Review concerning disputes on the above mentioned contract.

Thank you for your early consideration.

Very truly yours,

ROY L. HOUCK SONS' CORPORATION

Harry P. Thorp

Harry P. Thorp
Treasurer

HPT:rb

RECEIVED
NOV 29 1968
FOR FILING

I.S-2(42)76
6519

November 27, 1968

United Pacific Insurance Company
Box 1216
Tacoma, Washington 98401

Attention: Mr. Robert L. Miller
Bond Claim Department

Gentlemen:

Your letter of November 25 requests information concerning a claim which may have been filed against Contract No. 6519 awarded to Roy L. Houck Sons' Corporation for work on the Glendale Junction-Coyote Creek Section of the Pacific Highway.

This contract was completed March 8, 1967, and accepted by the Highway Commission on June 14, 1967.

Our records indicate that a claim was filed with us by J. H. Baxter and Company on August 17, 1967, and with the Secretary of State on August 21, 1967, his No. 4322. This claim was in the amount of $20,986. Copies of the claim and our letter are attached.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn
Attachments

UNITED PACIFIC INSURANCE COMPANY
SYMBOL OF SERVICE
HOME OFFICE: 728 ST. HELENS AVENUE • BOX 1216 • TACOMA, WASHINGTON 98401

November 25, 1968

State of Oregon
State Highway Department
Salem, Oregon

Mr. Floyd Query, Secretary
Oregon State Highway Commission

Dear Mr. Query:

Oregon State Highway Contract
No. 6519--Glendale Junction--
Coyote Creek Project
Sub-Contractor: J. C. Denton & Sons, Inc.

United Pacific executed a subcontract bond to Roy L. Houck Sons Corporation who were the prime contractors on the above project. We recently received a claim relating to materials supplied to Denton on the job.

We understand this contract work was completed and accepted by the Oregon State Highway Department sometime ago. We doubt any claim was filed against the bond to the State of Oregon on this project by J. H. Baxter & Company of Portland, Oregon. We would appreciate your checking your records and informing us if and when a claim was filed against the prime contractor's bond by J. H. Baxter & Company. If a claim was filed, please send us a copy of the claim filed. Also, please inform us the date upon which this contract was completed and accepted by the Oregon State Highway Commission.

Your usual prompt reply will be greatly appreciated.

Very truly yours,

Robert L. Miller

Robert L. Miller
Bond Claim Department

srg

RECEIVED
NOV 27 1968
OREGON
STATE HIGHWAY COMMISSION

MIZE, KRIESIEN, FEWLESS & CHENEY
ATTORNEYS AT LAW
636 PACIFIC BUILDING
PORTLAND, OREGON 97204

TELEPHONE
222-9184

RAY MIZE
R. E. KRIESIEN
EARL A. FEWLESS
MARSHALL C. CHENEY, JR.

SCOTT M. KELLEY
M. A. DOUGLASS
JOHN P. RONCHETTO

October 24, 1968

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

In re Highway Contract No. 6519

Dear Mr. Query:

Thank you for your courteous response of September 26, 1968 as to the captioned matter.

We represent J. H. Baxter & Co. in connection with the claim as filed previously.

Pursuant to the provisions of ORS 279.512 and 515, would you please provide me with a certified copy of the contract and the bond which Roy L. Houck & Sons furnished through General Insurance Company of America, being their bond No. 529331.

I am enclosing my affidavit in conformity with the code.

Thank you for your courtesy.

Yours very truly,

Scott M. Kelley

Scott M. Kelley

SMK:ps
Enc.

Stan - Wanda
Please do -16

NOTED
FLOYD QUERY

RECEIVED
OCT 25 1968
OREGON
STATE HIGHWAY COMMISSION

A F F I D A V I T

STATE OF OREGON)
)ss
County of Multnomah)

I, SCOTT M. KELLEY, being first duly sworn, depose and say that I am one of the attorneys for J. H. Baxter & Co. in connection with State Highway Contract No. 6519 wherein J. H. Baxter & Co. furnished materials for the prosecution of the contract to J. C. Denton & Sons, Inc., a subcontractor of Roy L. Houck & Sons; and

That a claim has been made heretofore for payment and that part of the claim has been paid but the whole of the claim has not been paid and that the materials were supplied for the prosecution of the work provided for in the stated highway contract, No. 6519.

Scott M. Kelley

Scott M. Kelley

Subscribed and sworn to before me this 24th day of October, 1968.

Patricia A. Shayler

Notary Public for Oregon
My commission expires 12-9-68

RECEIVED
OCT 25 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 26 1968
FOR FILING

I-5-2(42)76

617

September 26, 1968

Mr. Scott Kelley
636 Pacific Boulevard
Portland, Oregon 97204

Dear Mr. Kelley:

As a follow-up to our phone conversation of yesterday, we have attached a copy of the claim letter submitted by J. H. Baxter in the amount of $20,986 against Highway Contract No. 6519 awarded to Roy L. Houck Sons' Corporation. We have also attached a copy of our letter of August 18 acknowledging receipt of the Baxter letter.

As mentioned over the phone, this contract was accepted by the Highway Commission on June 14, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:wln
Attachments

RECEIVED
JUL 2 - 1968
FOR FILING

I 5-2(4):17
1519

July 2, 1968

Morrison & Bailey
Attorneys at Law
17th Floor Standard Plaza
Portland, Oregon 97204

Gentlemen:

Thank you for your letter of June 28 advising us that the claim of J. C. Denton & Sons, Inc., against the Roy L. Houck Sons' Corporation has been satisfied.

This appears to be in reference to the Roy L. Houck Sons' Corporation Contract No. 6519 for grading, paving, signing, and structure on the Glendale Junction-Coyote Creek Section of the Pacific Highway in Josephine and Douglas Counties.

Our records indicate that this claim was in the amount of $29,085.95 plus interest for materials and labor. This information is being noted in our records and we will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: General Insurance Co. of America
Updegraff Insurance Inc.
Roy L. Houck Sons' Corporation
Commissioners

CWH:gc

Noted on card

WILLIAM H. MORRISON
RALPH R. BAILEY
JACK H. DUNN
JAMES G. SMITH
NATHAN L. COHEN
HOWARD K. BEEBE
ROBERT H. HOLLISTER
ROBERT R. CARNEY
FRANK E. MAGEE
THOMAS E. COONEY
RICHARD A. VAN HOOMISSEN
TOM P. PRICE
THOMAS S. MOORE
MORTON H. ZALUTSKY
DAVID C. LANDIS
PAUL W. JONES
WALTER H. GREBE
GARR M. KING
GEORGE M. JOSEPH
ROBERT S. BALL

MORRISON & BAILEY
ATTORNEYS AT LAW
17TH FLOOR STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 224-6440

June 28, 1968

Mr. Floyd Query
Oregon State Highway Commission
Salem, Oregon 97310

Dear Mr. Query:

Please be advised that the claim of J. C. Denton & Sons, Inc. against the Roy L. Houck Sons' Corporation arising out of Oregon State Highway Contract No. 6519 has been satisfied.

Very truly yours,

MORRISON & BAILEY

Richard A. Van Hoomissen

RAVH
snp

cc

NOTED
FLOYD QUERY
7-1-68

BRIDGE CONTRACTORS & ENGINEERS

HAMILTON CONSTRUCTION CO.

POST OFFICE BOX 1378, EUGENE, OREGON
TELEPHONE (503) 343-2571

RECEIVED
AUG 22 1968
FOR FILING

HARRY I. HAMILTON
WILLIAM T. PECKHAM
W. A. PALMATEER, P.E.

June 18th, 1968

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Peasc
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JUL 19 1968
CONSTRUCTION
DIVISION

Mr. John Bond, Secretary,
Claims Review Board,
Oregon State Highway Department,
Salem, Oregon, 97310.

Dear Sir:

We request the opportunity to appear before the Claims Review Board regarding our claim for extra compensation on Contract #6548, Canyon Creek Pass-Azalea Section.

The amount of the claim is $1,268.50, and the supporting information is attached. The total is our cost, plus 15%, for performing excavation in the embankment areas of Bridge #9346.

Your position on this matter, as stated in a letter from F. O. Morgan, February 8, 1968, is that the specifications on this project limit the measurement of structural excavation to that done in original ground. Accordingly the contractor should have been able to build the structure without doing any excavation in the embankment, and the fill stakes would have been so marked. Or, since the footings at the bridge ends were on several different levels, if the actual writing on the stakes did not call for the benching off at footing level, then there would necessarily have to be complete discussion, and agreement between engineer and contractor to avoid performing work, for which the special provisions did not intend to pay.

The facts according to our records are as follows:

(1) The fill stakes did not indicate any benching. They instructed the contractor to build the fill to full sub-grade at the bridge ends.

(2) There was no discussion between engineer and contractor on this project at bid time, at the start of the job, or during embankment construction about constructing the structure without excavation in the embankment.

(3) The Highway Department people did not initially recognize the Special Provisions on structural excavation as they are now interpreted.

(a) The bid quantity as calculated before bids,

included the quantity of excavation in the embankment.

(b) As stated above, the Resident Engineer (grading) staked the fills complete to subgrade and did not discuss "benching out" for the structure with the contractor.

(c) The Resident Engineer (bridge) staked the excavation, carefully recorded the necessary field elevations and calculated the quantity of excavation performed with the intent of including it as pay quantity.

As a point of information, the excavation in question was done before the similar work was done on Contract #6519, Glendale Junction-Coyote Creek Section. Any contact we had with the Resident Engineer, the Resident Bridge Engineer, or the contractor on Contract #6519 occurred after excavation had been done on our job and the issue raised as to measurement as pay quantity.

The pay quantity of excavation, as shown on the calculation sheets by the Bridge Engineer, is 96.2 cubic yards. However, our claim is based on the total of our cost for performing the extra work, plus 15%.

We also request that you consider a similar claim under Contract #6578, where we were sub-contractors to Slate-Hall. The measured quantity of excavation is 362.1 cubic yards. Our claim, as extra work, is for $3,364.12, and the supporting data is attached.

Very truly yours,

HAMILTON CONSTRUCTION CO.

By William T. Peckham
William T. Peckham

WTP:E

RECEIVED
MAR 27 ...

FORM E-30X—-50M—-2-66 SP*23800-734

I-5-3(42)76

6519

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 22, 1968

SUBJECT: Glendale Jct.-Coyote Creek
Contract No. 6519
Contractors Claim

To: Mr. G. E. Rohde
Chief Counsel
BUILDING

ATTENTION: Mr. Frank McKinney

Within the limited time available, we discussed on March 20 the claim submitted by contractor Roy L. Houck Sons' Corporation on this project. The matter was left open, to be continued at the earliest practical time you have available.

As a possible assistance in preparing for further discussion, I enclose a copy of my Memorandum of March 21 and a copy of Page 7 of the Special Provisions and a print of revised plan sheet No. 12 with pertinent information added concerning quantity comparisons.

As a further step, I enclose a rough draft of a response to the contractor on this claim. As indicated in the Memorandum, we seek your advice on several aspects of this.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:fw
Attach.
cc F. B. Klaboe

RECEIVED
MAR 22 1968
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 21, 1968

Salem, Oregon

To: MEMO TO THE FILES

SUBJECT: Glendale Jct.-Coyote Creek
Contract No. 6519
Contractor's Claim
Wolf Creek Cut

The contractor, under date of August 24, 1967, submitted a claim in the amount of $36,429.49 based on the underrun of "excess" material originating in the Wolf Creek Cut (vicinity Station 690). The latest discussion on this matter took place March 13 in the Construction Engineer's Office with Division Engineer Keasey, Resident Engineer Jim Chaney, Roy Stein and the undersigned present.

Basis of Claim

Sheet 12 of the plans shows a bracket item "excess rock material, exc., 197,600." Page 7 of the special provisions includes a brief paragraph to the effect that the contractor would be permitted to use this excess material for crushing base rock and aggregates. The total quantity in this cut was 661,524 cubic yards compared with a total plan quantity for the cut of 668,898 cubic yards, so the total actual yardage in the cut was reasonably close. The same is true for the total excavation on the entire project, which actually overran 175,760 yards (6%), on the bid item alone which does not include an additional 35,562 yards done on Price Agreements. There was actually some 128,180 cubic yards of "excess" in the cut. The quantities stated by the contractor in his claim presentation are reasonably accurate.

The 6th paragraph of Section 102-2.1 of the General Specs is pertinent. This points out that materials indicated on the plans as excess are approximate only and that the contractor should satisfy himself that there is enough suitable material available for the completion of required embankments before disposing of any indicated excess material. Unfortunately the special provisions mentioned above may not have gone quite far enough in that it does not say that it is subject to the provisions of 102-2.1. The special provision may be too specific in conveying the idea that there really was excess rock in the amount shown on the plans. The special provision does not refer to the provisions of Section 6-2 concerning prospective material sources, on which the State makes no guarantee as to quantity or quality of material available. This special provision does refer to the quality risk assumed by the contractor.

The situation therefore can be summarized that from the overall project standpoint, the excavation quantities were reasonably accurate but since this cut was the only one which had materials labeled as "excess" the 35% of underrun of the excess materials is substantial and there might therefore be a basis for an adjustment in the compensation made to the contractor.

Basis of Adjustment

The amount of the contractor's claim has tentatively been reduced to $34,621.21 from a superficial check by the Cost Analyst. It is made up of 7 components as listed on page 12 of the contractor's claim.

1 & 2 - Development and Mobilization

The contractor seeks reimbursement for all his moving and development costs at the Cow Creek gravel source. Actually material was furnished from this Cow Creek setup to another project. Presumably, having set up at this alternate source, the contractor realized an economy in using it as a source of materials for other than just the subject project. Another complicating factor is that the contractor apparently sold some 5,000 tons, more or less, of rejected material from the Wolf Creek Cut to others and presumably recovered an amount that is not reflected in his claim derivation. A basic question here is whether these transactions involving other projects are germane to the subject project. Can the offsetting cost effect of these items be taken into account in arriving at the change in the contractor's unit cost on the subject project?

Item 3, which is only royalty payment, appears valid.

Item 4, the so called credit refund, is the contractor's way of showing the effect of the general excavation payment as an offset against his aggregate cost. This item is the largest money component in the claim and the way this credit has been applied is very questionable. The alleged excavation cost component for the Wolf Creek Cut material was 86¢ per cubic yard. This figure is not documented. The general excavation bid price was 65¢ per cubic yard. Another credit entry (Item No. 6) takes into account the fact that the Cow Creek gravel was easier to process through the crusher. In effect, the Wolf Creek Cut material was available for crushing for nothing as it was paid for as general excavation. If the available excess had not been of suitable quality, the contractor would have had to dispose of it without additional compensation and an underrun in that circumstance would actually save him an expense. Under these potential conditions it does not seem likely that a contractor would derive his bid by crediting back an excavation cost of $150,500. Why not allow a credit for some part of the rock production cost? The true adjustment, or change in unit cost would seem to properly be only the cost of making available the substituted Cow Creek gravel material.

Another pertinent point is that the August 24, 1967 presentation from the contractor was apparently the first formal notice of this claim. The only other and earlier references to it that we can confirm are a December 8, 1965 diary entry by Mr. Chaney and his reference to it in his narrative report after the project was completed. I would conclude that the contractor has failed to give proper timely notice in accordance with the specifications. The final voucher was mailed to the contractor June 16, 1967 so the claim was submitted within the 90 day limitation imposed under Section 9-16 but I believe Section 9-6 should control this type claim.

We will compile a summary of all the planned disposition of material in the cut compared to the actual disposition. We will also seek advice from our Legal Division as to the basis of the claim and if it is believed there is a valid basis for adjustment, we will also seek further advice concerning Items 1 and 2, which involve use of the materials on other projects, and on Item 4.

F. D. Morgan
Construction Engineer

By: John A. Bond

John A. Bond
Staff Assistant

JAB:ss

cc: F. B. Klaboe
C. T. Keasey
J. E. Chaney

RECEIVED
MAR 22 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X ...OM 2-66 SP 123500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 14, 1968

I-5-2(42)76

6519

To: MEMO TO THE FILES

SUBJECT: Glendale Jct.-Coyote Creek Section
Contract No. 6519
Project No. I-5-2(42)76

We note that the Bureau of Public Roads' Final Construction Inspection Report and Final Report dated February 8, 1968 covering this project does not mention two claim matters which are still pending on this project.

The contractor has made a claim in the amount of $36,429.49 arising from the underrun of "excess rock material" from what is known as the Wolf Creek cut (vicinity of Station 690). This claim is for cost of moving a crusher to an alternate source of aggregates and related extra costs allegedly due to this underrun. This claim is under consideration here and a meeting was held just yesterday with Division 3 people to discuss it.

The contractor also made a claim on behalf of a subcontractor for additional reimbursement in the amount of approximately $10,000 for structural excavation work. So far the State has resisted adjustment on this item, at least on the basis which the contractor presented it, and a formal answer was given to the contractor under date of February 7, 1968 accordingly. The contractor may pursue this claim further.

We would therefore like to keep this project open from a Federal participation standpoint until all claim matters are resolved.

John A. Bond
Staff Assistant

JAB:fw
cc Gordon Brooks - BPR
F. B. Klaboe
L. H. Young
C. T. Keasey

RECEIVED
MAR 13 1968

I-5-2(42)76
6519

March 13, 1968

Mr. Robert E. Davis
14204 N.E. 29th Avenue
Vancouver, Washington

Dear Sir:

Herewith attached is one copy of Postfinal Payment Voucher #27 on Contract #6519.

It is understood the copy will be used as possible documentation in a pending legal litigation between Robert E. Davis and J. C. Denton & Son, involving guard rail painting.

It is further agreed the said voucher copy will be used for no other purpose whatsoever.

Please sign and return one copy of this letter.

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Signature: _____

VG:slh

Form E-208—6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon ... project agreement ... funds are required.
Date JUL 30 1968
... U.S. Bureau of Public Roads

Project Name Glendale Junction-Coyote Creek Section Date February 13, 1968

Highway Pacific Contract No. 6519

County Douglas & Josephine Prefix 617-1063

Contractor Roy L. Houck Sons' Corporation F. A. Project No. I-5-2(42)76

Address P. O. Box 671, Salem, Oregon Order No. 8 Supplemental No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Slide Correction: Remove unstable material from cut slopes and inlay with block rock at locations as directed by the engineer. Also, perform necessary clearing, fence repair including swing gate in creek, clear ditches, clear pipe inlets, extend pipes, excavate cutoff ditches, excavate and backfill with rock around manholes and catch inlets, backfill over junction box, dispose of slide material where directed. All in connection with slide correction work.

Location by station numbers:

Throughout project: 407+97.55 through equation 714+61.46 P.T. Bk. = 209+77.09 P.O.T. Ah. to 224+00.

NOTED
F. B. KLA...

Estimate of quantities and cost:

Previous Authorization	$180,660.00
Additional Requested	759.69
Total - - - - - - - - - - - -	$181,419.69

Net Increase - - - $759.69

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This work made necessary by the pop-out sliding within cut slopes throughout the project. All work performed under this order shall be in accordance with the "Contract Special Provisions" and the "State of Oregon, Standard Specifications for Highway Construction, Issue of 1964". Maximum equipment rental rates will be in accordance with the current A.G.C. and State agreement.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$5,257,696.44	5,582,320.53
Present estimate of project cost, including $ 759.69 for work under this order	$	
Expected ~~under-run~~ over-run amount	$	
Expected ~~under-run~~ over-run per cent		

Space to right of this line is for use of Salem Office

Submitted by: James E. Chaney, Resident Engineer

Approval Recommended: /s/ John A. Bond, Construction Engineer or Bridge Engineer

Approval Recommended: Jay B. Boyd, ...ision Engineer

Approved: /s/ L. H. Young
7-30-68

RECEIVED

Region

I-5-2(42)76

FINAL REPORT

(PPM 20-6.1)

REGION NO.	REPORT NO.	COUNTY	DIVISION
	2	Douglas & Josephine	Oregon
DATE OF REPORT	REPORT MADE BY		PROJECT NO.
2-8-68	P. V. Riedl, Area Engr		I-5-2(42)76
COMPLETION DATE	ACCEPTANCE DATE BY CONTRACTING AGENCY	TIME ELAPSED	APPROVED EXTENSION(S)
[illegible]-67	3-24-67	* See below	* See below
CONTRACT TIME	LOCATION		
[illegible]	Stas 215+50 to 417+00		

The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with Section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

Other remarks:

GLENDALE JUNCTION - COYOTE CREEK SECTION
PACIFIC HIGHWAY
Grading, Paving, Structures, and Signing

The project is located on the Pacific Highway near Wolf Creek. The northerly end of the project is at Sta 417 which is 1.1 miles northerly of the Josephine - Douglas County line. The southerly end of the project is at Sta 215+00 which is at the Coyote Creek Bridge, approximately 0.2 mile southerly of the post office in Wolf Creek. The overall length of the project is 5.74 miles.

The work to be performed under this contract consisted of the construction of 5.60 miles of highway roadbed, grading, plant-mix stone base, plant-mix bituminous base, and asphaltic concrete pavement including the construction of 6 box culverts, 9 structures, signs and sign supports as well as the performance of any additional and incidental work as called for by the plans and specifications.

A final inspection was held on December 15, 1966 with the following in attendance:

(more)

The project has been completed in substantial conformity with the approved plans and specifications, including authorized changes and extra work.

Acceptance of the project is recommended.

P. V. Riedl
Area Engineer

Project Accepted 2-8-68
Date

A. W. Parsons
Division Engineer

RECEIVED
MAR 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

R. L. [illegible], District Engineer
[illegible] Palmer, Assistant Division Engineer
John Walker
Jim Carney, Resident Engineer
Jack [illegible], representing the contractor

The project was found to be satisfactorily completed. There was a specified completion date set up in the contract as September 30, 1966, with the project completed on March 8, 1967.

A request for an extension of time was submitted by the contractor to cover the period from September 30 to March 8, 1967. A review of the contractor's request and the State's recommendation has been made and approval was granted to extend the specified completion date to March 8, 1967. No liquidated damages will be charged on the project.

The following Extra Work Orders, Price Agreements, and State Force Orders have been approved:

EWO #3 Supplement #3, Slide Correction, increase costs by $40,500.

EWO #4 Supplement #4, cover items not listed in the previous orders, no change in costs.

EWO #12, Remove temporary connections finish slopes in median area for approximately $2000.

EWO #13, Erosion protection, $11,500.

PA #6, Overrun of Bid Items Nos. 10, 11, 27, 29, 30, 33, 34, and 36, $37,700.

PA #7, Nonparticipating, Lower falsework at Bent 2, Bridge No. 9352, $1350.

PA #8, To document a change in specifications to allow use of self-propelled pneumatic tire roller for initial rolling, no change in contract cost.

PA #9, Construct special manholes, furnish and install 48" 30 degree el., $2875.

PA #10, Construct type "B" inlets, $300.

PA #11, Excavate trench, install drain pipe, and place special back-fill material, $11,700.

PA #12, Change in specifications, delete item 113, Painted Wood Sign Posts, Substitute Section 520A, Painted Wood Sign Posts, decrease in cost $100.

(more)

M. #14, Purchase of excess material, nonparticipating.

M. #14, Delete 3' wide, 2" thick raised AC median, decrease $2000.

M. #15, Modification of specifications, decrease in cost $115.

M. #16, Change in specifications, allow installation of median barrier posts prior to paving, no change in cost.

M. #17, Delete prism cost, decrease $4100.

PA #18, Construct concrete sump, $400.

PA #19, Cement adjustment, $1600.

M. #20, Purchase of excess material, $1000, nonparticipating.

MPO #7, Install horizontal drains, $9000.

MPO #9, Permanent scripping, $2000.

The original contract was for $4,520,307.95: final costs were $4,748,457.55, for an overrun of 5%. Item No. 4, Embankment Foundation Excavation, overran 37.5% due to the additional excavation required at the old mill site, Stas 697+50 to 708+50. Item No. 7, Extra for Selected Rock Slope Protection Material, overran 127%. Channel change work required rock protection on both sides. The overruns and underruns are covered in the contract papers located in the Division office.

RECEIVED
FEB 9 - 1968

COMMISSIONERS
GERALD D. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-5-2(42)74

6519

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 7, 1968

Roy L. Houck Sons' Corporation
P. O. Box 671
Salem, Oregon

Gentlemen:

Glendale Junction-Coyote Creek
Contract 6519
Structural Excavation

Your structural subcontractor on this project has requested, through you, additional compensation for structural type excavation performed in embankment areas. This was the subject of a joint meeting with you in our office October 5, 1967, and we have since investigated this matter further in the field, including contacts with several of our project personnel involved.

We still believe the special provision setting forth the basis of payment on this item is quite clear. It restricts the pay quantity to excavations done in "original ground" (Page 17 of Special Provisions). Whether or not this is a good practice, or consistent with specifications on other projects before or since, is not the main issue here. The fact remains that the specification limits the bid item payment for structural excavation and this was even discussed at the pre-construction conference.

The next question then is whether a change from the sequence of work allowed by the specifications was imposed on the contractor by the State during construction. We cannot confirm that this occurred. There was no change order to modify the specifications. The work apparently was accomplished in a normal manner without the sequence of embankment and structural work becoming an issue.

We, therefore, cannot find a proper basis on which to recommend any additional compensation for structural excavation on this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

FDM-JAB:nn

By
F. D. Morgan
Construction Engineer

cc: F. B. Klaboe
C. T. Keasey

RECEIVED
DEC 15 1967
FOR FILING
I-5-2(12)74
6-44

SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 8, 1967

To: Mr. L. R. Chandler
Division Engineer
P. O. Box 1128
Roseburg, Oregon 97470

SUBJECT: Contract No. 6519
Glendale Jct.-Coyote Creek Section
Claim for Damages
Material Deficiency

Herewith a complete copy of a claim from the contractor arising from an underrun of "excess" material from the Wolf Creek Cut on the subject project. Since receiving this we have explored some facets of it because all the project records were here. Cost Analyst Juve has also reviewed the contractor's cost records which were made available to him here to validate most of the cost information quoted in the claim. The revised figures shown are changes resulting from this checking.

This has led to some questions which were discussed with Resident Engineer Chaney here yesterday mainly relating to the actual excavation quantities derived from the cut in question. We cannot deny that there was a substantial underrun from the plan excess (128,180 cubic yards actual vs. 197,600 plan) and based on similar situations elsewhere, there does appear to be a valid basis of adjustment in compensation to the contractor.

At this point we do question some components of the value he puts on this underrun. Apparently the contractor furnished material from the Cow Creek location to some other highway projects. Depending on the timing when this material was utilized elsewhere, it could be pertinent to the weight that should be given to this claim. The contractor charges the entire cost of site development and mobilization to this project and makes no allowance for material used elsewhere. This may or may not be valid. Please advise from your knowledge of the situation whether material from the contractor's Cow Creek source as described in the claim was utilized elsewhere and, if so, the names of the projects, approximate dates, and the approximate quantities, if possible.

We also question whether Item 4 of the summary (on page 12) is proper. The contractor claims the full 86 cents per yard offsetting general excavation item as a component of his rock price, yet the cost of doing the general excavation and thereby earning the offset does not appear.

One further point that should be checked in the field is whether any written notice was given by the contractor about a claim on this matter earlier than shown in the attached material.

Please give us your comments and recommendations.

F. D. Morgan,
Construction Engineer

By John A. Bond

John A. Bond,
Staff Assistant

JAB:ss:nn
Enc.
cc: F. B. Klaboe
James E. Chaney (with copy of claim)
Roy Stein

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
NOV 28 3 50 PM '67
CLAY MYERS
SECRETARY OF STATE

FILED
NOV 28 1967
CLAY MYERS
SECRETARY OF STATE

Claim File
#4344

November 28, 1967

Morrison & Bailey
Attorneys at Law
17th Floor Standard Plaza
Portland, Oregon 97204

Gentlemen:

This is to acknowledge receipt of your letter of November 21 and attached Notice of Claim of J. C. Denton & Sons, Inc., stating that Roy L. Houck Sons' Corporation owes them for materials and labor in the amount of $29,085.95, plus interest.

Your claim states this is in reference to the Roy L. Houck Sons' Corporation Contract No. 6519 for grading, paving, signing, and structure on the Glendale Junction-Coyote Creek Section of the Pacific Highway in Josephine and Douglas Counties.

The General Insurance Company of America through Updegraff Insurance, Inc., 776 Commercial Street S.E., Salem, furnished the performance bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
NOV 30 1967
OREGON
STATE HIGHWAY COMMISSION

cc: General Insurance Co. of America
Updegraff Insurance, Inc.
Roy L. Houck Sons' Corporation
Commissioners
Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED ON CARD
11-30-67

NOTED
C. W. HEAD

NOTICE OF CLAIM

(Oregon State Highway Contract No. 6519)

To: Secretary of State, State of Oregon
and
Clerk, Oregon State Highway Commission, Salem, Oregon

NOTICE IS HEREBY GIVEN that the undersigned, J. C. DENTON & SONS, INC., an Oregon corporation, with its principal office and place of business in Portland, Oregon, has a claim for materials and labor supplied in the installation of guide posts, guard rail, median barrier, rail end pieces and guard rail blocks as a part of Oregon State Highway Contract No. 6519 under authority of a subcontract between J. C. Denton & Sons, Inc., and Roy L. Houck Sons' Corporation, for which labor and materials Roy L. Houck Sons' Corporation has become indebted to J. C. Denton & Sons, Inc. for the sum of $123,813.08, no part of which has been paid except the sum of $94,727.13, leaving a balance due of $29,085.95, plus interest at 6% per annum from December 27, 1966, until paid, which sum J. C. Denton & Sons, Inc. claims against the bond taken from Roy L. Houck Sons' Corporation as principal and The General Insurance Company of America as surety, for the work specified in Oregon State Highway Contract No. 6519.

Dated this 20th day of November, 1967.

J. C. DENTON & SONS, INC.

By A W Denton
President

Subscribed and sworn to before me this 20th day of November, 1967, in the State of Oregon and County of Multnomah.

Suzanne Rebe
Notary Public for Oregon
My Commission Expires: 5/3/68

Receipt of the above notice is hereby acknowledged the _____ day of _____, 1967.

OREGON STATE HIGHWAY COMMISSION

By _____

_____
Title

RECEIVED
NOV 22 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 28 1967

I-5-2(42)76

6519

November 27, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Federal-Aid Project Acceptance
Project No. I-5-2(42)76

Dear Sir:

Your April 14, 1967, endorsement noted that contract work on Contract No. 6519, Glendale Jct. -Coyote Creek Section, in Douglas and Josephine Counties, Federal-Aid Project No. I-5-2(42)76 was satisfactory. The State Highway Commission authorized acceptance of the contract as of June 14, 1967.

Attached or listed below are the data necessary for your acceptance of the project.

All participating work under State Force Order (including the establishment period) by State Forces, or others, was completed Aug. 8, 1967.

Contractor's wage certification is dated June 2, 1967.

Attachments are as follows:

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Monthly Project Cost Report (B-256)
Construction Engineer's Statement
Narrative Report

Your acceptance of the project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

BMW:ia
cc: C. H. Maison
F. D. Morgan
R. N. Chase

FORM E-20 (REV. 7-66)

OCT 10 1967

FOR FILING

I 52-12176

BP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 9, 1967

To: MEMO TO THE FILES

SUBJECT: Glendale Jct.-Coyote Creek Section
Contract No. 6519

Canyon Creek Pass-Azalea Section
Contract No. 6548

Azalea-Glendale Jct. Section
Contract No. 6578

A meeting was held in the Construction Engineer's office on October 5, 1967, with the following people present:

O. H. Foster, R. L. Houck Sons' Corp. - Prime Contract on #6519
Lee Clements, Tom Lillebo Construction Co., Subcontract on #6519
Bill Bian, Tom Lillebo Construction Co.
Bill Peckham, Hamilton Construction Co., Subcontractor on #6548, Joint Venturer on #6578
Al Rear, Assistant Bridge Engineer
George Rohde, Chief Counsel
Al Johansen, Staff Attorney
John Quiner, Assistant Division Engineer
M. N. Juve, Chief Cost Analyst
John Bond, Staff Assistant

This meeting was at the request of Houck Sons' Corporation for the purpose of discussing the structural excavation pay limits which is in contention on all three of the subject projects. There was a discussion of the special provisions which describe measurement of this pay quantity on each of these contracts. The wording used is not exactly the same on each contract, but basically they all limit the pay quantity to excavation done below existing ground line. These were all combination jobs involving both grading and structures work.

The discussion led to the question of what the intent of the specification was in the way of construction practice. Was it intended that the fills be completed at bridge ends followed by excavation of the fill material for the required footings, or was it intended to build the fill up only to the footing level, construct the footing and then complete the fill, or bring the fill on up in one operation but omit the footing area? All agreed that the procedure actually followed was to build the fill complete and then re-excavate the footings. Contractors contend that the fills were staked in this manner and they were in fact required to follow this practice.

Hamilton Construction Company seeks a Force Account payment in the total amount of $4,632.62 (for their two projects) for the excavation of fill material. Lillebo seeks approximately $10,000 additional which is based on their bid price times the difference between the quantity paid to date and the plan quantity.

Mr. Quiner is to investigate further with the various field people concerned to determine more clearly their role or the extent of their instructions toward requiring complete fill placement before structures work. Basically, the contractors contend that a plan change occurred and that they performed excavation work which they were not paid for and which was not intended by the original plan and specifications.

John A. Bond
Staff Assistant

JAB:ss:fw

cc F. B. Klaboe
I. D. Merchant
L. R. Chandler

RECEIVED
OCT 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 7-66

RECEIVED
AUG 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-2 176
6519

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 7, 1967

Tom Lillebo Construction Company
130 East Railroad Avenue
PO Box 45
Reedsport, Oregon 97467

Re: Glendale Jct.-Coyote Cr. Sec.
Contract No. 6519

ATTENTION: Lee R. Clements

Gentlemen:

This will acknowledge your August 22 letter citing an unresolved question on structural excavation payment on the subject project. We have reviewed this matter previously in conjunction with our Roseburg Division and Bridge Division people and concluded that the intent of the contract specification provision (105-4.3) was clear. Excavation in fill areas was deliberately and obviously excluded as a pay quantity.

We would certainly have no objection to a meeting with the principals involved but believe such a request should be made by the prime contractor.

Very truly yours,

JAB:ss

Forrest Cooper
State Highway Engineer

By: F. D. Morgan

F. D. Morgan
Construction Engineer

cc: F. B. Klaboe
I. D. Merchant
Legal Division - Attn. Rohde
L. R. Chandler

PS to Legal Division: This question was referred to your department under date of February 9. The meeting suggested by Mr. Johansen in his March 2 report has not been held. We would be available at your convenience.

RECEIVED
SEP 8 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 23 1967
COMMISSIONERS

AUG 21 1 04 PM '67
CLAY MYERS
SECRETARY OF STATE

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FILED
AUG 21 1967
CLAY MYERS

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 18, 1967

Claim File
No. 4322
I-5 3(42)76
6519

J. H. Baxter & Company
541 Pittock Block
Portland, Oregon 97205

Attention: Mr. B. D. Olberg

RECEIVED
AUG 22 1967
LEGAL & RIGHT OF WAY

Gentlemen:

This is to acknowledge receipt of your claim letter of August 17 and attached invoices stating that J. C. Denton & Sons owes you for supplies in the amount of $20,986.

NOT. ON CARD
wlw

This appears to be in reference to the Roy L. Houck Sons' Corporation, Contract No. 6519, for grading, paving, signing, and structure on the Glendale Junction-Coyote Creek Section of the Pacific Highway in Josephine and Douglas Counties.

The General Insurance Company of America through Updegraff Insurance, Inc., 776 Commercial Street S. E., Salem, furnished the performance bond on this contract. We will advise them of the receipt of your letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
AUG 22 1967
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

August 17, 1967

Refer to: BDO-160

State Highway Department
State Highway Building
Salem, Oregon

Subject: Oregon State Highway Department #6519, Glena
Coyote Creek Section, Prime Contractor - Roy L. h.

Attention: Floyd Query, Secretary, Highway Department

Gentlemen:

Please accept this letter as our notice of filing for payment on the above project. We now have unpaid invoices dating back to September 13, 1966, and are unable to make satisfactory arrangements for payment.

The following invoices to J. C. Denton & Sons, P. O. Box 685, Beaverton, Oregon, are unpaid.

A-36286	9/12/66		$1,583.80
38105	9/ 3/66		1,992.90
38197	9/19/66		2,019.15
38302	9/26/66		3,906.50
38323	9/28/66		283.50
38343	9/29/66		1,704.50
B-38731	10/ 3/66		4,128.85
38887	10/ 4/66		945.00
38901	10/19/66		2,571.60
38997	10/25/66		1,850.20
		TOTAL	$20,986.00

Very truly yours,

J. H. BAXTER

B. D. Olberg

BDO:lmb

Enc.

INVOICE

J. H. BAXTER & CO.

PRESSURE TREATED FOREST PRODUCTS
POLES - PILING

INVOICE NO.
B 38997

SEND REMITTANCE TO: J. H. BAXTER & CO., 120 MONTGOMERY STREET, SAN FRANCISCO, CALIFORNIA 94104

6500 WILSHIRE BOULEVARD
LOS ANGELES, CALIFORNIA 90005
DUnbar 8-9591

120 MONTGOMERY STREET
SAN FRANCISCO, CALIFORNIA 94104
YUkon 2-0200

541 PITTOCK BLOCK
PORTLAND, OREGON 97205
CApitol 7-2574

P. O. BOX 68
RENTON, WASHINGTON, 98055
Alpine 5-2421

BILLING OFFICE: ☐ ☐ October 27, 1966 ☒ ☐

S .
O . J.C. Denton & Sons
L . Box 665
D . Beaverton, Oregon
.
TO .

S .
H . [illegible]
I . Glendale Jct.
P . Coyote Creek, Oregon
.
TO .

[illegible]	CUSTOMER ORDER NO. 6519	CONTRACT NO.	JOB NO.	REQUISITION NO.	[illegible]
SHIPPED FROM [illegible], Ore.	F.O.B. Plant - Eugene, Oregon	TERMS Net -30	VIA Leavitt		[illegible]

"Douglas Fir Treated Pole Class ---------- Ore. Std.

1062 Pcs.	8 x 8	1'2"	@$1.10/each	$1168.20

PARTIAL SHIPMENT OF ORDER

2[illegible]-A

INVOICE

J. H. BAXTER & CO.

PRESSURE TREATED FOREST PRODUCTS
POLES – PILING

H J
Co. B

INVOICE NO
B 38901

SEND REMITTANCE TO: J. H. BAXTER & CO., 120 MONTGOMERY STREET, SAN FRANCISCO, CALIFORNIA 94104

3450 WILSHIRE BOULEVARD	120 MONTGOMERY STREET	541 PITTOCK BLOCK	P. O. BOX 168
LOS ANGELES, CALIFORNIA 90005	SAN FRANCISCO, CALIFORNIA 94104	PORTLAND, OREGON 97205	RENTON, WASHINGTON, 98055
DUnkirk 8-9591	YUkon 2-0200	CApitol 7-2574	Alpine 5-2421
BILLING OFFICE: ☐	☐	October 21, 1966 X	☐

S
O . J.C. Penton & Sons
L . Box 615
D . Beaverton, Oregon
.
TO .

S .
H . [illegible]
I . Glendale Jct.
P . Cupola Creek, Oregon
.
TO .

CUSTOMER ORDER NO	CONTRACT NO	JOB NO	REQUISITION NO	
[illegible]	6519			-517
SHIPPED FROM [illegible], Ore.	F.O.B. Plank - Eugene, Oregon	TERMS Net -30	VIA Buyer	C.I.F. [illegible]

"Wolmanized" Pressure Treated Creosoted Fir Poles -------- Cres. Poles

[illegible]-F

330 Pcs.	8 x 8	6'6"	@$5.25/each	$1732.50
152 Pcs.	8 x 8	1'2"	1.10	167.20

[illegible]

754 Pcs.	8 x 8	1'2"	1.10	[illegible]

$2571.70

ORDER SHIPPED COMPLETE

2594 & 2594-F

INVOICE

J. H. BAXTER & Co.

PRESSURE TREATED FOREST PRODUCTS
POLES – PILING

INVOICE NO.
B 38887

SEND REMITTANCE TO: J. H. BAXTER & CO., 120 MONTGOMERY STREET, SAN FRANCISCO, CALIFORNIA 94104

3450 WILSHIRE BOULEVARD LOS ANGELES, CALIFORNIA 90005 DUnkirk 8 9591	120 MONTGOMERY STREET SAN FRANCISCO, CALIFORNIA 94104 YUkon 2-0200	541 PITTOCK BLOCK PORTLAND, OREGON 97205 CApitol 7-2574	P. O BOX 568 RENTON, WASHINGTON, 98055 ALpine 5-2421
BILLING OFFICE: ☐	☐ October 19, 1966 ☒		☐

SOLD TO: J.C. Denton & Sons
Box 665
Beaverton, Oregon

TO:

SHIPPED FROM: [illegible]
Glendale Jct. Coyote Creek
Oregon

TO:

DATE	CUSTOMER ORDER NO	CONTRACT NO.	JOB NO	REQUISITION NO	OUR INVOICE NO
10/12/66	6519				B-38887

SHIPPED FROM	F.O.B.	TERMS	VIA	FREIGHT ALLOWED
[illegible], Ore.	Plant - Eugene, Oregon	Net-30	Buyer	Collect

"[illegible]" Pressure Treated Creosoted Pole Posts ----- 10" Circ. [illegible]

160 Pcs.	8 x 8	6'4"	@$5.25/each	$840.00

PARTIAL SHIPMENT OF ORDER

2565-L

[illegible]

[illegible]

PRESSURE TREATED FOREST PRODUCTS
POLES — PILING

INVOICE NO.
B 38731

[illegible] CO.

[illegible] TO: J. H. BAXTER & CO., 120 MONTGOMERY STREET, SAN FRANCISCO, CALIFORNIA 941[illegible]

[illegible] BOULEVARD
[illegible], CALIFORNIA 900[illegible]
[illegible] 9-9521

120 MONTGOMERY STREET
SAN FRANCISCO, CALIFORNIA 94104
YUkon 2 0200

561 PITTOCK BLOCK
PORTLAND, OREGON 97205
CApitol 7-2574

[illegible]
RENTON, WASHINGTON, 9805[illegible]
ATwater 3-[illegible]

BILLING OFFICE [ ]

[illegible] OCTOBER 6, 19[illegible] [X]

S
O
L
D
TO

[illegible]
[illegible]
[illegible], OREGON

S
H
I
P
TO

[illegible]
[illegible]
[illegible]

OUR ORDER NO. | CONTRACT NO. | YOUR NO. | REQUISITION NO.

[illegible]

F.O.B. [illegible] - Eugene, Oregon | TERMS [illegible] | VIA [illegible]

[illegible]				
300 Pcs.	6 x 6	8'0"	@$3.25/each	$975.00
20 Pcs.	6 x 6	12'0"	1.10	[illegible]
[illegible]				$
[illegible] Pcs.	6 x 6	10'0"	1.10	[illegible]
5[illegible] Pcs.	6 x 6	8'0"	3.25	[illegible]
				$[illegible]

[illegible] OF ORDER

[illegible] & [illegible]

INVOICE

J. H. BAXTER & CO.

PRESSURE TREATED FOREST PRODUCTS
POLES – PILING

INVOICE NO.
A 38323

SEND REMITTANCE TO: J. H. BAXTER & CO., 120 MONTGOMERY STREET, SAN FRANCISCO, CALIFORNIA 94104

[illegible] BOULEVARD [illegible], CALIFORNIA 90005 [illegible] 9321	120 MONTGOMERY STREET SAN FRANCISCO, CALIFORNIA 94104 YUkon 2-0200	541 PITTOCK BLOCK PORTLAND, OREGON 97205 CApitol 7-2574	P. O. BOX 68 RENTON, WASHINGTON, 98055 ALpine 5-2421
FILLING OFFICE: ☐	☐ September 30, 1966 ☒		☐

S . J. C. Penton & Sons
O .
L . Beaverton, Oregon
D .
.
TO .

S . J. C. Penton & Sons
H . Cornelius Junction. - Cornelius Ore.
I . Oregon
P .
.
TO .

CUSTOMER ORDER NO.	CONTRACT NO.	JOB NO.	REQUISITION NO.	SHIPPING ORD.
C529				[illegible]

F.O.B.	TERMS	VIA	SHIPPED
Plant - Augusta, Oregon	Net - 30	Mayer	[illegible]

"Class" Douglas Fir Peeled Creosoted Poles -- 10" Circ. Top.

54 Pcs. 8 x 8 6'4" @ $3.25/Each = $263.50

PAYABLE [illegible] AT OFFICE

J. H. BAXTER & CO.

PRESSURE TREATED FOREST PRODUCTS
POLES PILING

INVOICE NO.
A 38343

REMITTANCE TO: J. H. BAXTER & CO., 120 MONTGOMERY STREET, SAN FRANCISCO, CALIFORNIA 94104

[illegible] BOULEVARD [illegible] CALIFORNIA 90063 [illegible]	120 MONTGOMERY STREET SAN FRANCISCO, CALIFORNIA 94104 YUkon 2-0200	541 PITTOCK BLOCK PORTLAND, OREGON 97205 CApitol 7-2574	P. O. BOX 505 RENTON, WASHINGTON 98055 ALpine 5-2421
BILLING OFFICE: ☐	☐ [illegible]	☒	☐

S
O [illegible]
I
D

S
H [illegible]
I [illegible]
P [illegible]

TO

TO

CUSTOMER ORDER NO.	CONTRACT NO.	JOB NO.	REQUISITION NO.	[illegible]
[illegible]				

[illegible]	TERMS	VIA	[illegible]
[illegible]	[illegible]	[illegible]	

[illegible]

[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Pcs.	8 x 8	6'4"	@$3.25/each
[illegible] Pcs.	8 x 8	1'2"	1.10
			[illegible]
			$1[illegible].50

[illegible]

[illegible]

INVOICE

J. H. BAXTER & CO.

PRESSURE TREATED FOREST PRODUCTS
POLES – PILING

INVOICE NO.
A 38302

SEND REMITTANCE TO: J. H. BAXTER & CO., 120 MONTGOMERY STREET, SAN FRANCISCO, CALIFORNIA 94104

3450 WILSHIRE BOULEVARD
LOS ANGELES CALIFORNIA 90005
DUnkirk 8-9591

120 MONTGOMERY STREET
SAN FRANCISCO, CALIFORNIA 94104
YUkon 2-0200

541 PITTOCK BLOCK
PORTLAND, OREGON 97205
CApitol 7-2574

P. O. BOX 568
RENTON, WASHINGTON, 98055
ALpine 5-2421

BILLING OFFICE: ☐ ☐ ☐ ☐

September 29, 1965

S . J. C. Denton & Sons
O . [illegible] 605
L . Beaverton, Oregon
D .
.
TO .

S . J. C. Denton & Sons
H . Glendale Junction - Coyote Creek
I . Oregon
P .
.
TO .

CUSTOMER ORDER NO	CONTRACT NO.	JOB NO	REQUISITION NO	OUR ORDER NO
[illegible]	#6529			[illegible]-627

SHIPPED FROM	F.O.B	TERMS	VIA	SALES CODE
[illegible]	Plant - Eugene, Oregon	Net - 30	Buyer	[illegible]

"[illegible]" Pressure Treated Guard Rail Posts & Blocks --
[illegible] Coos, [illegible].

C/A 2374-E

216 Pcs.	8 x 8	6'4"	Guard Rails	@$5.25/Ea.	=	$1134.00
616 Pcs.	8 x 8	1'2"	Blocks	@$1.10/Ea.	=	$ 677.60

C/A 2375-E

174 Pcs.	8 x 8	6'4"	Guard Rails	@$5.25/Ea.	=	$ 913.50
1074 Pcs.	8 x 8	1'2"	Blocks	@$1.10/Ea.	=	$1181.40
						$3906.50

PARTIAL SHIPMENT OF ORDER

2374-E
2375-E

INVOICE

J. H. BAXTER & CO.

PRESSURE TREATED FOREST PRODUCTS
POLES – PILING

INVOICE NO.
A 38197

SEND REMITTANCE TO: J. H. BAXTER & CO., 120 MONTGOMERY STREET, SAN FRANCISCO, CALIFORNIA 94104

4640 WILSHIRE BOULEVARD LOS ANGELES, CALIFORNIA 90005 DUnkirk 8-9591	120 MONTGOMERY STREET SAN FRANCISCO, CALIFORNIA 94104 YUkon 2-0200	541 PITTOCK BLOCK PORTLAND, OREGON 97205 CApitol 7-2574	P. O. BOX 568 RENTON, WASHINGTON, 98055 ALpine 5-2421
BILLING OFFICE: ☐	☐	Sept. 21, 1963 ☒	☐

S O L D TO:
U.S. [illegible] & Navy
[illegible]
[illegible], Oregon

S H I P TO:
[illegible]
Klamath Junction - [illegible]
Oregon.

CUSTOMER ORDER NO.	CONTRACT NO	JOB NO	REQUISITION NO	[illegible]
6319				

[illegible]	F.O.B.	TERMS	VIA	[illegible]
[illegible]	Plant - Algoma, Oregon	[illegible] -30	Baxter	[illegible]

[illegible]" Pressure Treated Douglas Fir [illegible] (Peeled)

[illegible] Pcs.	8 x 8 - 1'2"	@$1.10/each	$[illegible]
40 Pcs.	8 x 8 - 5'4"	4.35	171.[illegible]
272 Pcs.	8 x 8 - 8'4"	5.25	[illegible]
			$2019.15

FINAL SHIPMENT OF ORDER

2137-A

INVOICE

J. H. BAXTER & Co.

PRESSURE TREATED FOREST PRODUCTS
POLES – PILING

INVOICE NO
A 38105

SEND REMITTANCE TO: J. H. BAXTER & CO., 120 MONTGOMERY STREET, SAN FRANCISCO, CALIFORNIA 94104

1150 WILSHIRE BOULEVARD LOS ANGELES, CALIFORNIA 90005 DUNKIRK 8-9591	120 MONTGOMERY STREET SAN FRANCISCO, CALIFORNIA 94104 YUkon 2-0200	541 PITTOCK BLOCK PORTLAND, OREGON 97205 CApitol 7-2574	P. O. BOX 568 RENTON, WASHINGTON, 98055 Alpine 5-2421
BILLING OFFICE: ☐	☐ Sept. 1., 1966	☒	☐

S O L D TO: [illegible] & Sons
[illegible]
[illegible]

S H I P TO: [illegible]
[illegible] Junction
Oregon

CUSTOMER ORDER NO.	CONTRACT NO.	JOB NO.	REQUISITION NO.	SHIP ON OR ABOUT
[illegible]				[illegible]

F.O.B.	TERMS	VIA	SHIPPED
Plant - Eugene, Oregon	Net -30	Buyer	[illegible]

[illegible]

212 Pcs.	8 x 8	6'6"	@$9.25/each	$1961.00
10 Pcs.	8 x 8	1'2"	1.10	[illegible]
				$1972.00

PARTIAL SHIPMENT OF ORDER

2496-A

INVOICE

J. H. BAXTER & CO.

PRESSURE TREATED FOREST PRODUCTS
POLES — PILING

INVOICE NO.
A 36286

REMITTANCE TO: J. H. BAXTER & CO., 120 MONTGOMERY STREET, SAN FRANCISCO, CALIFORNIA 94104

[illegible] BOULEVARD
[illegible], CALIFORNIA 90005
[illegible] 9591

120 MONTGOMERY STREET
SAN FRANCISCO, CALIFORNIA 94104
YUkon 2-0200

541 PITTOCK BLOCK
PORTLAND, OREGON 97205
CApitol 7-2574

P. O. BOX 565
RENTON, WASHINGTON 98055
ALpine 5-2421

DELIVERY OFFICE

Sept. 13, 1966

SOLD TO
[illegible]

SHIP TO
[illegible]

CUSTOMER ORDER NO.	CONTRACT NO.	JOB NO.	REQUISITION NO.
6039			

F.O.B.	TERMS	VIA
[illegible]	[illegible]	[illegible]

[illegible] "Penta Treated Douglas Fir Poles & Piles				
10 Pcs.	5 x 5	6'0"	$5.25/each	[illegible]
90 Pcs.	6 x 6	12'0"	1.10	[illegible]
				$135.00

INVOICE

J. H. BAXTER & CO.

PRESSURE TREATED FOREST PRODUCTS

POLES — PILING

INVOICE NO.

A 36286

REMIT ALL CORRESPONDENCE TO: J. H. BAXTER & CO., 120 MONTGOMERY STREET, SAN FRANCISCO, CALIFORNIA 94104

[illegible] BOULEVARD
[illegible], CALIFORNIA 90005
DUnkirk 7-2391

120 MONTGOMERY STREET
SAN FRANCISCO, CALIFORNIA 94104
YUkon 2-0200

541 PITTOCK BLOCK
PORTLAND, OREGON 97205
CApitol 7-2574

P. O. BOX 546
RENTON, WASHINGTON 98055
ALpine 5-2421

FILING OFFICE [ ]

[illegible] 19, [illegible] [X]

SOLD TO

[illegible]

SHIP TO

[illegible]

CUSTOMER ORDER NO. 9939 | CONTRACT NO. | JOB NO. | REQUISITION NO.

F.O.B. [illegible] | TERMS [illegible] | VIA [illegible]

[illegible] Piling Round Class 1 and 2 Poles & Piles [illegible]

[illegible] Pcs.	5 x 5	5½"	@5.95/each	[illegible]
[illegible] Pcs.	6 x 6	1'2"	1.20	[illegible]

$10 [illegible]

[illegible]

RECEIVED
AUG 10 1967
FOR FILING

I-5-2(42)76

6519

August 9, 1967

General Insurance Company of America
Portland Service Office
209 S.W. 4th Avenue
Portland, Oregon 97204

Gentlemen:

A second post-final payment for $21,300.00 will be made to Roy L. Houck Sons' Corporation on Contract No. 6519 for grading, paving, signing, and structure on the Glendale Junction-Coyote Creek Section of the Pacific Highway in Josephine and Douglas Counties, as soon as the warrant is prepared.

The total amount paid on this contract will be $5,092,103.77 including the post-final payment. Of the total $276,137.97 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Roy L. Houck Sons' Corporation
P.O. Box 671
Salem, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
AUG 2 1 1967
FOR FILING

I-5-4(12)7

6519

July 27, 1967

#5

Roy L. Houck Sons' Corporation
P. O. Box 671
Salem, Oregon

Gentlemen:

The State Highway Commission at its meeting on July 24 considered your request for an extension of time on Contract No. 6519 on the Glendale Junction-Coyote Creek Section of the Pacific Highway in Josephine and Douglas Counties.

After considering the recommendation of the Engineer and other available information, the Commission extended the specified completion date to March 8, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc L. R. Chandler
James Chaney
L. H. Young
F. D. Morgan
C. H. Maison
Bureau of Public Roads

FORM PR-121 (11-66)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

DATE: July 3, 1967

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(42)76
Glendale Junction - Coyote Creek Section
Request for Time Extension

Your letter of June 16, 1967 requesting our concurrence in an extension of the specified completion date from October 1, 1966 to March 8, 1967 on the subject project due primarily to flood damage repair, extra work orders and price agreements has been reviewed.

Due to the nature of the extra work and the type of work needed to repair the project we concur in the recommendation to extend the specified completion date to March 8, 1967.

cc: Mr. Hodgan
Mr. Young
Mr. Malone
7-6-67

RECEIVED
JUL 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 13, 1967

SUBJECT: Extension of Time
Glendale Jct.-Coyote Creek
Pacific Highway
Contract 6519

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

Attached is a request from Roy L. Houck Sons' Corporation for an extension of the specified completion date from October 1, 1966, to March 8, 1967. The contractor's request is based on flood damage repair.

The contractor performed unanticipated work added to the contract by Extra Work Order or Price Agreement amounting to nearly $300,000. (See statistical sheet attached.)

The contractor worked on an extra work order covering slide correction between Stagecoach Pass and Speaker Road, between January 26, 1966, and April 5, 1966, requiring the major portion of the contractor's efforts. When this work was started the contractor had completed 83% of his grading work and during this interval was able to increase this percentage to only 89%. This delayed subsequent finishing, surfacing and paving work and we believe an extension for this 70 day period is justified.

The contractor commenced work on an extra work order covering channel change restoration, roadbed slopes and a frontage road structure embankment on May 3, 1966, and completed this work May 11. During this 9 day period approximately 80% of the contractor's efforts were diverted to this work, delaying all subsequent work. We believe an extension of 7 calendar days is justified.

The contractor was directed to perform erosion protection work and started this work on November 21, 1966, when the only other regular contract work remaining was cleaning guard rail members stained by creosote. This protection work was completed December 8, 1966, and we believe an extension for all of this 18 day period is justified.

The reasons listed above would justify an extension of 95 calendar days.

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 13, 1967

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

SUBJECT: Extension of Time
Glendale Jct.-Coyote Creek
Pacific Highway
Contract 6519

Attached is a request from Roy L. Houck Sons' Corporation for an extension of the specified completion date from October 1, 1966, to March 8, 1967. The contractor's request is based on flood damage repair.

The contractor performed unanticipated work added to the contract by Extra Work Order or Price Agreement amounting to nearly $300,000. (See statistical sheet attached.)

The contractor worked on an extra work order covering slide correction between Stagecoach Pass and Speaker Road, between January 26, 1966, and April 5, 1966, requiring the major portion of the contractor's efforts. When this work was started the contractor had completed 83% of his grading work and during this interval was able to increase this percentage to only 89%. This delayed subsequent finishing, surfacing and paving work and we believe an extension for this 70 day period is justified.

The contractor commenced work on an extra work order covering channel change restoration, roadbed slopes and a frontage road structure embankment on May 3, 1966, and completed this work May 11. During this 9 day period approximately 80% of the contractor's efforts were diverted to this work, delaying all subsequent work. We believe an extension of 7 calendar days is justified.

The contractor was directed to perform erosion protection work and started this work on November 21, 1966, when the only other regular contract work remaining was cleaning guard rail members stained by creosote. This protection work was completed December 8, 1966, and we believe an extension for all of this 18 day period is justified.

The reasons listed above would justify an extension of 95 calendar days.

A stop work order was in effect from December 9, 1966, through March 6, 1967, while a determination was being made as to the proper method of correcting the above mentioned guard rail staining. The Highway Commission approved an extension of time for this stop work period at their June 8, 1967, meeting.

This project was completed March 8, 1967. Not counting the stop work time for which an extension has been granted, 71 penalty days have been assessed against this project. Penalty rate is $300 per day and this represents $21,300 in liquidated damages. Based on the extra work done in connection with flood repair and slides discussed above, we recommend that the specified completion date be extended to March 8, 1967. This will eliminate all liquidated damages.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that our reasons for granting this extension appear to be valid.

Rough drafts of letters to the Bureau of Public Roads and to the Highway Commission are attached.

F. D. Morgan,
Construction Engineer

By John A. Bond

John A. Bond,
Staff Assistant

JAB-DES:nn
Enc.
cc: L. H. Young

RECEIVED
JUN 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

PERTINENT DATA RE REQUEST FOR TIME EXTENSION

GLENDALE JCT.-COYOTE CREEK

Contract 6519 Project I-5-2(42)76

Length of Project 5.74 miles

Bids received	12-8-64	
Contract Award	12-15-64	
Contract Mailed	12-22-64	654 days
Work started	2-16-65	
Spec. Compl.	9-30-66	
Stop Work	12-9-66	69 days
Resume Work	3-7-67	88 days-Extension granted by Hwy. Comm.6/8/67
Project Completed	3-8-67	2 days

Original Contract Amount	$ 4,520,307.95
Final Contract Items Cost (except Flagging)	4,742,095.46
Partic. EWO & PA	293.632.90
	$ 5,035,728.36
	11.4% over

11.4 x 654 = 75

Penalty Rate	$ 300 per day
Liquidated Damages 71 days	$ 21,300.00

RECEIVED
JUL 14 1967

6519

July 12, 1967

General Insurance Company
of America
Portland Service Office
209 S.W. 4th Avenue
Portland, Oregon 97204

Gentlemen:

A post-final payment for $934.25 will be made to Roy L. Houck Sons' Corporation on Contract No. 6519 for grading, paving, signing, and structure on the Glendale Junction-Coyote Creek Section of the Pacific Highway in Josephine and Douglas Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $5,070,803.77 including the post-final payment. Of the total $278,137.97 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm

cc Roy L. Houck Sons' Corporation
P.O. Box 671
Salem, Oregon

C.H. Maison
Attn: John Herr

RECEIVED
JUL 10 1967
FOR FILING
6519

July 7, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 5
July 24, 1967 meeting

Gentlemen:

Roy L. Houck Sons' Corporation, contractor on the Glendale Junction-Coyote Creek Section of the Pacific Highway in Josephine County, Contract No. 6519, requests an extension of the specified completion date from October 1, 1966, to March 8, 1967. The contractor's request is based on flood damage repair and slide correction work.

The contractor performed slide correction work in the winter and early spring of 1966 which delayed his regular contract work by some 70 days.

The contractor performed flood repair and erosion control work during late spring and also during the fall of 1966. This work delayed his regular contract work, or was performed on penalty time, and an extension of 25 days for this is justified.

All of the reasons listed above concern work added to the contract by Extra Work Order and justify an extension of 95 days.

At your meeting on June 8, 1967, you approved an extension of time covering a stop work period which was in effect on this project from December 9, 1966, to March 6, 1967. This project was completed March 8, 1967, at which time 71 penalty days, not counting the stop work time, had accrued. I recommend that the specified completion date be advanced to March 8, 1967. This will eliminate all liquidated damages and has the approval of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the July 24 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Enc.

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
.. R. Chandler

DES:nn fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6519 Contractor ROY L. HOUCK SONS' CORPORATION

Highway Interstate Route 5

Section Glendale Jct.-Coyote Creek Section

Kind of Work Paving, Grading, Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] **GRANTED**. The reasons for such recommendation are as follows:

Extra work added to the contract in connection with slide repair, flood repair and erosion control justifies an extension to March 8, 1967.

Recommended for Approval:

John Cooper for Asst.
Division Engineer

Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	6519
Project designation	I-5-2(42)76 (State-Federal)
Date awarded	12-15-64
Work started	2-16-65
Per cent completed	100% 3-8-67 (Date)
~~No. of Workdays Allowed~~ Completion Date	9-30-66
~~No. of Workdays Used~~ Date Completed	3-8-67
No. of Added Workdays Requested	159

SP*6200-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 10, 1966

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 10/1/66 days to 3/8/67 days, within which to complete our Contract No. 6519, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. Diversion of construction activities to the clean-up and repair of severe flood damage occurring during winter months of 1965-66.
2. Such action precluded timely prosecution of the Contract schedule resulting in very minimal advancement of total project completion for the period stated herein.

Respectfully submitted,

ROY L. KOUCK SONS' CORPORATION
Contractor

By [signature]

CONSENT OF SURETY

Date April 18, 19 67

We, GENERAL INSURANCE COMPANY OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Richard N. Mahle
Attorney-in-fact
Richard N. Mahle

(SEAL)

Resident Agent
Ben H. Updegraff, Jr.

Monthly transaction number 6-157	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 19	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Douglas - Josephine
Modification number 4		Project number I-5-2(42)76

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 18, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,530,801	$ 5,606,419
Federal funds	$ 5,090,000.00	$ 5,159,500.00
Other revisions		

This modification is made for the following reasons:

Revised project agreement estimate to cover overrun on excavation quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 19 day of June, 1967.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. H. Klabre

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. Parsons, Division Engineer

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-5-2(42)76

GRIDLE JCT.-COYOTE CREEK SECTION

OF THE PACIFIC HWY. IN DOUGLAS AND JOSEPHINE COUNTIES

Revised project agreement estimate.

Salem, Oregon, June 6, 1967

Type Code 6201
Roadway (Sta. [illegible] 417+00 thru equa. 714+71.46 - 209+77.09 to Sta. 215+50)
(Contract No. 6219)

Previous subtotal on estimate of December 6, 1966			$4,281,145.87
Previous Estimate			
General Excavation, Unclass.	2,970,000 cu.yd.	$0.65	$1,930,500.00
			$1,930,500.00
Revised Estimate			
General Excavation, Unclass.	3,075,760 cu.yd.	0.65	$1,999,244.00
			$1,999,244.00
	Net Increase		68,744.00
	Subtotal		$4,349,889.87
	Engr. & Cont.		434,988.13
			$4,784,878.00
Strs. (Same as Previous Est.)	Total		$ 821,541.00

Length of Roadway - - - - - - 5.605 Miles
Length of 8 Structures- - - - 0.140 Mile
Total Length 5.745 Miles

Cost of Roadway Per Mile- - - $853,680.29

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$4,784,878.00	$4,402,000.00	$382,878.00
Structures	821,541.00	757,500.00	64,041.00
	$5,606,419.00	$5,159,500.00	$446,919.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

STATE COPY

Monthly transaction number 12-123	PR-2A (Rev. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 16	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Douglas & Josephine
Modification number 3		Project number I-5-2(42)76

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 18, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,144,069	$ 5,530,801
Federal funds	$ 4,745,000.00	$ 5,090,000.00
Other revisions		

This modification is made for the following reasons:

Revised project agreement estimate covering increases in bid item quantities and approved change orders.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16th day of December, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lahore

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. PARSONS, Division Engineer

By L. R. Backlund
L. R. Backlund, Admin. Manager
(Division Engineer)

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-5-2(42)76

CLEDDAM JCT.-COYOTE CRK. SECTION

of the PACIFIC HWY. IN DOUGLAS AND JOSEPHINE COUNTIES

Revised project agreement estimate.

Salem, Oregon, December 6, 1966

Type Code 62.1
Roadway (Sta. 1[D] 417+00 thru conn. 714+71.46 - 209+77.9 to Sta. 215+50)
(Contract No. 6519)

Previous subtotal on estimate of February 10, 1966			$ 3,929,571.12
Previous Estimate			
General Excavation, Unclass.	2,900,000 cu.yd.	0.65	$ 1,885,000.00
Embankment Foundation Excav., Unclass.	49,000 cu.yd.	0.75	36,750.00
Trench Excavation	7,200 cu.yd.	4.00	28,800.00
Special Backfill in Drains	1,300 cu.yd.	6.00	7,800.00
Furnishing & Placing Topsoil	20,500 cu.yd.	2.50	51,250.00
Watering	10,000 M-gal.	2.50	25,000.00
3/4" - 0 Material in Stone Leveling Course	23,000 tons	1.80	41,400.00
Class "B" Asphalt Concrete Mixture	60,000 tons	3.50	210,000.00
Asphalt Cement in Mixture	3,300 tons	37.00	122,100.00
6-inch Drain Pipe	2,300 lin.ft.	2.25	5,175.00
Flagging (57½ of Contractor's Cost)	All Required		20,000.00
Slide Removal	All Required		100,000.00
			$ 2,533,275.00
Revised Estimate			
General Excavation, Unclass.	2,970,000 cu.yd.	0.65	$ 1,930,500.00
Embankment Foundation Excavation, Unclass.	67,300 cu.yd.	0.75	50,475.00
Trench Excavation	9,671 cu.yd.	4.00	38,684.00
Special Backfill in Drains	2,293 cu.yd.	6.00	13,758.00
Furnishing & Placing Topsoil	25,636 cu.yd.	2.50	64,090.00
Watering	15,078 M-gal.	2.50	37,695.00
3/4" - 0 Material in Stone Leveling Course	28,700 tons	1.80	51,660.00
Class "B" Asphalt Concrete Mixture	63,600 tons	3.50	222,600.00
Asphalt Cement in Mixture	3,741 tons	37.00	138,417.00
6-inch Drain Pipe	7,272 lin.ft.	2.25	16,362.00

Flagging (57½% of Contractor's Cost)	All Required			$ 41,068.00
ENO 8 Slide Correction	All Required			181,419.00
PA 3 General Excavation, Unclass.	36,000 cu.yd.	0.85		30,600.00
PA 3 Overhaul	2,050 C-yd.sta.	.40		820.00
PA 11 Trench Excavation	240 cu.yd.	4.00		960.00
PA 11 Trench Excavation Solid Rock	579 cu.yd.	5.50		3,184.50
PA 11 6-inch Drain Pipe	2,699 lin.ft.	2.25		6,072.75
PA 11 Special Backfill in Drains	822.75 cu.yd.	8.00		4,936.50
ENO 3 Clearing, Slide Correction	All Required			6,696.00
ENO 4 Pioneering, Slide Correction	All Required			8,169.00
ENO 6 Clearing, Slide Correction	All Required			2,981.00
ENO 7 Pioneering, Slide Correction	All Required			6,002.00
ENO 11 Restore Frontage Road	All Required			15,550.00
SFO 4 Temporary Striping	All Required			2,300.00
SFO 5 Illumination	All Required			850.00
SFO 7 Horizontal Drains	All Required			9,000.00
				$ 2,804,849.75
		Net Increase		$ 351,574.75
		Subtotal		$ 4,281,145.87
		Engr. & Cont.		428,114.13
				$ 4,709,260.00
Structures (same as previous estimate)			Total	$ 821,541.00

Length of Roadway	5.605 miles	
Length of 8 Structures	0.140 miles	
Total Length	5.745 miles	
Cost of Roadway per Mile		$840,189.11

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$4,709,260.00	$4,332,500.00	$376,760.00
Structures	821,541.00	757,500.00	64,041.00
	$5,530,801.00	$5,090,000.00	$440,801.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

STATE COPY

Monthly transaction number	FC PR-2A (8-3-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
2-108	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	County Douglas
Project report number 6519 12	2-21-66	Project number I-5-2(42)76

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 18, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 5,144,069

Revised Federal funds $ 4,745,000.00

Other revisions

Federal participation for Unit I of California Pacific Utilities Company utility adjustment is subject to legal determination whether reimbursement is justifiable between Stations 278+85 to 417.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 21st day of February, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M. K. Labbe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal-Aid
Project No. I-5-2(42)76

GLENDALE JCT.-COYOTE CREEK SECTION OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Revised estimate as a basis for modification of project agreement to eliminate utility retained in PS & E status. Based on low bid prices.)

Salem, Oregon, February 10, 1966

Type Code 6201
Roadway (Sta. L[n] 417+00 thru. equa. 714+71.46=209+77.09 to Sta. 215+50)
(Contract No. 6519)

Clearing and Grubbing	All Required			$ 95,000.00
Ditch Excavation, Unclassified	4,300	cu.yd.	$ 1.25	5,375.00
General Excavation, Unclass.	2,900,000	cu.yd.	0.65	1,885,000.00
Embankment Foundation Excav., Unclassified	49,000	cu.yd.	0.75	36,750.00
Overhaul	305,000	C-yd.stas.	0.40	122,000.00
Extra for Selected Subgrade Material	269,000	cu.yd.	0.20	53,800.00
Extra for Selected Rock Slope Protection Material	6,800	cu.yd.	1.05	7,140.00
Finishing Roadbed and Slopes	All Required			15,000.00
Rounding Cutbanks	12,000	lin.ft.	0.20	2,400.00
Trench Excavation	7,200	cu.yd.	4.00	28,800.00
Special Backfill in Drains	1,300	cu.yd.	6.00	7,800.00
Furnishing and Placing Topsoil	20,500	cu.yd.	2.50	51,250.00
Watering	10,000	M-gal.	2.50	25,000.00
Obliteration of Roadway	19.00	station	50.00	950.00
3/4" - 0 Material in Stone Leveling Course	23,000	tons	1.80	41,400.00
3/4" - 0 Aggregate in Prime Coat	1,150	cu.yd.	5.00	5,750.00
RC-250 Asphalt in Prime Coat	170	tons	65.00	11,050.00
RS-1 Asphalt in Tack Coat	24	tons	75.00	1,800.00
Plant-Mix Stone Base	224,000	tons	1.75	392,000.00
Detour Surfacing	3,000	lin.ft.	5.00	15,000.00
Bituminous Base Mixture	34,000	tons	3.40	115,600.00
Asphalt in Bituminous Base Mixture	1,600	tons	37.00	59,200.00
Class "B" Asphalt Concrete Mixture	60,000	tons	3.50	210,000.00
Asphalt Cement in Mixture	3,300	tons	37.00	122,100.00
Class "A" Concrete in Box Culvert	450	cu.yd.	75.00	33,750.00
Reinforcement in Box Culvert	70,000	lb.	.1325	9,275.00
Loose Riprap	8,500	cu.yds.	2.00	17,000.00
12-inch Culvert Pipe	400	lin.ft.	3.20	1,280.00
15-inch Culvert Pipe	1,820	lin.ft.	4.00	7,280.00
18-inch Culvert Pipe	4,200	lin.ft.	4.60	19,320.00
24-inch Culvert Pipe	970	lin.ft.	7.00	6,790.00
36-inch Culvert Pipe	420	lin.ft.	12.50	5,250.00

48-inch Culvert Pipe	1,100 lin.ft.	$ 22.50	$ 24,750.00
6-inch Drain Pipe	2,300 lin.ft.	2.25	5,175.00
8-inch Drain Pipe	6,400 lin.ft.	2.65	16,960.00
10-inch Drain Pipe	64 lin.ft.	2.95	188.80
12-inch Drain Pipe	860 lin.ft.	3.25	2,795.00
Salvage and Relaying Pipe	75 lin.ft.	3.00	225.00
15-inch Culvert End Sections	10 only	31.00	310.00
18-inch Culvert End Sections	25 only	34.00	850.00
24-inch Culvert End Sections	2 only	58.00	116.00
36-inch Culvert End Sections	2 only	120.00	240.00
48-inch Culvert End Sections	2 only	220.00	440.00
Concrete Manholes	1 only	350.00	350.00
Concrete Inlets, Type G-1	9 only	150.00	1,350.00
Concrete Inlets, Type G-2M	35 only	150.00	5,250.00
Corrugated Metal Catch Inlets	7 only	65.00	455.00
Concrete Junction Boxes	10 only	250.00	2,500.00
Extra for A.C. Concrete Approaches	14 only	50.00	700.00
A.C. Concrete Curbs	7,000 lin.ft.	0.75	5,250.00
A.C. Concrete Traffic Markers	90 lin.ft.	1.00	90.00
Guide Posts, W-1	300 only	8.00	2,400.00
Guide Posts, Y-2 & Y-3	325 only	10.00	3,250.00
Guard Rail	55,800 lin.ft.	2.50	139,500.00
Median Barrier	6,400 lin.ft.	4.00	25,600.00
Type 2 Barricade	1,700 lin.ft.	3.00	5,100.00
Rail End Pieces	110 only	5.00	550.00
Guard Rail Blocks	6,300 only	1.50	9,450.00
Portable Barricade	15 only	100.00	1,500.00
Salvaging Guard Rail	5,400 lin.ft.	0.50	2,700.00
Salvaging Type 2 Barricade	3,100 lin.ft.	0.50	1,550.00
Guard Rail-Salvaged Guard Rail	2,340 lin.ft.	1.00	2,340.00
Guard Rail-Salv. Type 2 Barricade	3,100 lin.ft.	1.00	3,100.00
Type 2 Barricade-Salv. Type 2 Barricade	940 lin.ft.	0.50	470.00
Type 2 Fence	4,350 lin.ft.	7.50	32,625.00
16' Type 2 Single Gates	12 only	100.00	1,200.00
Roadside Seeding	79 acre	110.00	8,690.00
Roadside Mulching	79 acre	180.00	14,220.00
Grass Seed, Creeping Red Fescue	869 lb.	1.00	869.00
Grass Seed, Chewing Fescue	632 lb.	1.00	632.00
Grass Seed, Perennial Ryegrass	237 lb.	1.00	237.00
Grass Seed, Newport Bluegrass	395 lb.	1.00	395.00
Dutch White Clover	237 lb.	1.00	237.00
Inorganic Fertilizer, 10-16-8	316 cwt.	7.00	2,212.00
Furnishing and Placing Jute Matting	960 sq.yd.	1.00	960.00
<u>Signing</u>			
Removal of Existing Sign Install.	All Required		146.00
Sign Support Footings	All Required		3,716.00

Pipe Sign Posts	All Required		$ 1,380.00
Single Sign Supports	All Required		8,068.00
Double Sign Supports	All Required		1,593.00
Structure Mounts	All Required		285.00
Painted Wood Sign Posts	All Required		2,880.00
Type "A" and "B" Signs in Place	1,827 sq.ft.	$ 6.65	12,149.55
Type "C", "D", "R" and "T" Signs in Place	1,175 sq.ft.	3.50	4,112.50
Type "E", "F", "G" and "M" Signs in Place	263 sq.ft.	3.70	973.10
Type "P" and "Q" Signs in Place	49 sq.ft.	5.25	257.25
			$3,773,452.20
Flagging (57½ of Contractor's Cost)	All Required		$ 20,000.00
Slide Removal	All Required		100,000.00
Moving State Buildings	All Required		2,000.00
			$ 122,000.00
Utilities			
Work by Pacific Northwest Bell Co.	All Required		$ 3,275.00
Work by California-Pacific Utilities Co.	All Required		3,569.81
Work by Pacific Power & Light Co.	All Required		27,274.11
			$ 34,118.92
Subtotal			$3,929,571.12
10% Engr. & Cont.			392,956.88
Total			$4,322,528.00

Type Code X281
Glendale Interchange (Br. #9352 and 9352A)(Sta. In 450+77 to Sta. 453+14)
(Contract No. 6519)

Shoring, Cribbing, etc.	All Required (35%)		$ 5,250.00
Structural Excavation	1,230 cu.yds.	$ 5.00	6,150.00
Structural Excavation Below Elevation Shown	120 cu.yds.	10.00	1,200.00
Class "A" Concrete (1,198 cu.yd.)	All Required (35%)		90,798.75
55'-60' Type 3 Prestressed Beams	13 only	1,100.00	14,300.00
70'-75' Type 3 Prestressed Beams	14 only	1,350.00	18,900.00
75'-80' Type 3 Prestressed Beams	7 only	1,445.00	10,115.00
80'-85' Type 3 Prestressed Beams	8 only	1,485.00	11,880.00
Metal Reinforcement (216,400 lb.)	All Required (31%)		28,055.00
Metal Parapet Railing	833 lin.ft.	7.25	6,039.25
8-inch Metal Drain Pipe	160 lin.ft.	4.00	640.00
			$ 193,328.00

Type Code X781
Speaker Road U'xing (Br. #9334)(Sta. In592+35.44)(Contract No. 6519)

Shoring, Cribbing, etc.	All Required (15%)		$ 2,250.00
Structural Excavation	600 cu.yds.	$ 5.00	3,000.00
Structural Excavation Below Elevation Shown	60 cu.yds.	10.00	600.00

Furnish 10 BP 42 Steel Piling	300	lin.ft.	$ 4.50	$ 1,350.00
Drive Steel Piles	12	only	100.00	1,200.00
Splice Steel Piles	3	only	48.00	144.00
Class "A" Concrete (503 cu.yd.)	All Required (15%)			38,913.75
50'-55' Type 4 Prestressed Beams	4	only	1,195.00	4,780.00
55'-60' Type 4 Prestressed Beams	4	only	1,305.00	5,220.00
90'-95' Type 4 Prestressed Beams	8	only	1,730.00	13,840.00
Preparation of Slopes	350	sq.yd.	2.00	700.00
Concrete Slab Riprap	350	sq.yd.	8.00	2,800.00
Metal Reinforcement (96,000 lb.)	All Required (15%)			13,575.00
Metal Parapet Railing	590	lin.ft.	7.25	4,277.50
8-inch Metal Drain Pipe	80	lin.ft.	4.00	320.00
6-inch Standard Steel Pipe	30	lin.ft.	12.50	375.00
				$ 93,345.25

Type Code X481
N. Wolf Creek Bridge (Br. #9337)(Sta. 671+38 to Sta. 674+11)(Contract No. 6519)

Shoring, Cribbing, etc.	All Required (25%)			$ 3,750.00
Structural Excavation	920	cu.yds.	$ 5.00	4,600.00
Structural Excavation Below Elevation Shown	90	cu.yds.	10.00	900.00
Class "A" Concrete (1,045 cu.yds.)	All Required (30%)			77,827.50
35'-40' Type 3 Prestressed Beams	10	only	760.00	7,600.00
55'-60' Type 3 Prestressed Beams	10	only	1,100.00	11,000.00
70'-75' Type 3 Prestressed Beams	20	only	1,350.00	27,000.00
Metal Reinforcement (174,000 lb.)	All Required (24%)			21,720.00
Metal Parapet Railing	480	lin.ft.	7.25	3,480.00
8-inch Metal Drain Pipe	80	lin.ft.	4.00	320.00
6-inch Standard Steel Pipe	220	lin.ft.	12.50	2,750.00
				$ 160,947.50

Type Code X281
S. Wolf Creek O'xing (Br. #9339)(Sta. 701+34 to Sta. 703+23) (Contract No. 6519)

Shoring, Cribbing, etc.	All Required (25%)			$ 3,750.00
Structural Excavation	950	cu.yds.	$ 5.00	4,750.00
Structural Excavation Below Elevation Shown	100	cu.yds.	10.00	1,000.00
Furnish 10 BP 42 Steel Piling	880	lin.ft.	4.50	3,960.00
Drive Steel Piles	22	only	100.00	2,200.00
Splice Steel Piles	5	only	48.00	240.00
Class "A" Concrete (713 cu.yds.)	All Required (20%)			51,885.00
55'-60' Type 3 Prestressed Beams	11	only	1,100.00	12,100.00
60'-65' Type 3 Prestressed Beams	9	only	1,165.00	10,485.00
65'-70' Type 3 Prestressed Beams	7	only	1,270.00	8,890.00
70'-75' Type 3 Prestressed Beams	3	only	1,350.00	4,050.00
Metal Reinforcement (202,000 lb.)	All Required (30%)			27,150.00
8-inch Metal Drain Pipe	80	lin.ft.	4.00	320.00
6-inch Standard Steel Pipe	50	lin.ft.	12.50	625.00
				$ 131,405.00

Type Code X020
Wolf Creek Bridge (Br. #9335)(Sta. Ln 613+00)(FR 611+95 to 613+10)
(Contract No. 6519)

Shoring, Cribbing, etc.	All Required (45%)		$ 4,050.00
Structural Excavation	200 cu.yds.	$ 6.00	1,200.00
Structural Excavation Below Elevation Shown	20 cu.yd.	10.00	200.00
Class "A" Concrete (316 cu.yds.)	All Required (49%)		23,030.00
Metal Reinforcement (73,700 lbs.)	All Required (49%)		9,251.20
8-inch Metal Drain Pipe	50 lin.ft.	4.00	200.00
			$ 37,931.20

Type Code X020
Wolf Creek Bridge (Br. #9336)(Sta. 667+50)(FR 664+12.75 to FR 665+27.75)
(Contract No. 6519)

Shoring, Cribbing, etc.	All Required (55%)		$ 4,950.00
Structural Excavation	250 cu.yds.	$ 6.00	1,500.00
Structural Excavation Below Elevation Shown	30 cu.yds.	10.00	300.00
Class "A" Concrete (323 cu.yds.)	All Required (51%)		23,970.00
Metal Reinforcement (75,400 lb.)	All Required (51%)		9,628.80
8-inch Metal Drain Pipe	30 lin.ft.	4.00	120.00
			$ 40,468.80

Type Code X023
Coyote Cr. Bridge (Br. #6530)(Sta. 214+29 to Sta. 214+71)(Contract No. 6519)

Shoring, Cribbing, etc.	All Required (65%)		$ 3,900.00
Structural Excavation	400 cu.yds.	$ 5.00	2,000.00
Structural Excavation Below Elevation Shown	40 cu.yds.	5.00	200.00
Class "A" Concrete (589 cu.yds. $85.00)	All Required (75%)		43,125.00
Metal Reinforcement (134,000 lb. $0.14)	All Required (75%)		16,972.50
			$ 66,197.50

Type Code X023
Coyote Creek Bridge (Br. #9338)(Sta. 701+00) (FR 700+00 to 700+30)(Cont. #6519)

Shoring, Cribbing, etc.	All Required (35%)		$ 2,100.00
Structural Excavation	200 cu.yds.	$ 5.00	1,000.00
Structural Excavation Below Elevation Shown	20 cu.yds.	5.00	100.00
Class "A" Concrete (200 cu.yds. $85.00)	All Required (25%)		14,375.00
Metal Reinforcement (45,500 lbs. $0.14)	All Required (25%)		5,657.50
			$ 23,232.50

Subtotal	$ 746,855.75
10% Engr. & Cont.	74,685.25
Total	$ 821,541.00

Length of Roadway - - - - - - - - - - - - - 5.605 Miles
Length or 8 Structures - - - - - - - - - - 0.140 Mile
Total Length - - - - - - - - - - - - - - - - 5.745 Miles
Cost of Roadway Per Mile - - - - - - - - - $771,193.43

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$4,322,528.00	$3,987,500.00	$335,028.00
Structures	821,541.00	757,500.00	64,041.00
	$5,144,069.00	$4,745,000.00	$399,069.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.
State Funds for Maint.: Chap. 529, laws 1939.

GLENDALE JUNCTION-COYOTE CREEK SECTION

Project No. I-5-2(42)76

Estimated cost of work by Pacific N.W. Bell Telephone Co.

Labor	$ 897.00
Overhead	376.00
Material	1,977.00
Equipment	174.00
Salvage	-
Contract Labor	6,400.00
Total	$ 9,824.00
State's Obligation - 1/3rd	$ 3,275.00

Estimated Cost of Work by California-Pacific Utilities Co.

Unit 1

Installation Cost

Labor	$ 1,500.00
Equipment	630.00
Material	7.7.01

Removal Cost

Labor	1,000.00
Equipment	240.00
Salvage	-
	$ 4,097.01
State's Obligation - 17.95%	$ 735.41

Unit 2

Labor	$ 2,610.00
Materials	1,639.00
Transportation	480.00
Subtotal	$ 4,729.00
Salvage	1,186.00
Total	$ 3,543.00
State's Obligation - 80%	$ 2,834.40

Estimated cost of work by Pacific Power & Light Co.

Unit 1

Labor		$ 36,138.00
Material		29,460.00
Transportation		5,596.00
Overhead		16,854.00
Related operating expense		2,256.00
Crew Per Diem		5,940.00
Payment to Cal.-Pac. Tele. Co.		6,600.00
	Subtotal	$102,844.00
Salvage		16,511.00
	Total	$ 86,333.00
State's Obligation - 21.2%		$18,302.59

Unit 2

Labor		$ 6,856.00
Materials		3,321.00
Transportation		1,026.00
Overhead		1,980.00
Related operating expense		551.00
	Subtotal	$13,734.00
Salvage		2,726.00
	Total	$11,008.00
State's Obligation - 81.5%		$ 8,971.52

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SEP 20 1965

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Monthly transaction number
9-140
FOR FILING
Project report number
I-5-2 (42) 76
10

6519

FORM PR-2A (8-5-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)
9-22-65

State: Oregon
County: Douglas
Project number: I-5-2(42)76

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 18, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 5,155,057.00

Revised Federal funds $ 4,754,700.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 22nd day of September, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal Aid
Project No. I-5-2(42)76

Glendale Jct.-Coyote Creek Section of the

Pacific Highway in Douglas County

(Revised estimate as a basis for modification of project agreement to include part of the utilities on the project. Based on low bid prices.)

Salem, Oregon, August 4, 1965

Type Code 6201
Roadway (Sta. L[n] 417+00 thru equa. 714+61.46 = 209+77.09 to Sta. 215+50)
(Contract No. 6519)

Clearing and Grubbing	All	Required		$ 95,000.00
Ditch Excavation, Unclassified	4,300	cu.yd.	1.25	5,375.00
General Excavation, Unclassified	2,900,000	cu.yd.	0.65	1,885,000.00
Embankment Foundation Excavation Unclassified	49,000	cu.yd.	0.75	36,750.00
Overhaul	305,000	C-yd.sta.	0.40	122,000.00
Extra for Selected Subgrade Material	269,000	cu.yd.	0.20	53,800.00
Extra for Selected Rock Slope Protection Material	6,800	cu.yd.	1.05	7,140.00
Finishing Roadbed and Slopes	All	Required		15,000.00
Rounding Cutbanks	12,000	lin.ft.	0.20	2,400.00
Trench Excavation	7,200	cu.yd.	4.00	28,800.00
Special Backfill in Drains	1,300	cu.yd.	6.00	7,800.00
Furnishing and Placing Topsoil	20,500	cu.yd.	2.50	51,250.00
Watering	10,000	M-gal.	2.50	25,000.00
Obliteration of Roadway	19.00	sta.	50.00	950.00
3/4" - 0 Material in Stone Leveling Course	23,000	tons	1.80	41,400.00
3/4" - 0 Aggregate in Prime Coat	1,150	cu.yd.	5.00	5,750.00
RC-250 Asphalt in Prime Coat	170	tons	65.00	11,050.00
RS-1 Asphalt in Tack Coat	24	tons	75.00	1,800.00
Plant-Mix Stone Base	224,000	tons	1.75	392,000.00
Detour Surfacing	3,000	lin.ft.	5.00	15,000.00
Bituminous Base Mixture	34,000	tons	3.40	115,600.00
Asphalt in Bituminous Base Mixture	1,600	tons	37.00	59,200.00
Class "B" Asphalt Concrete Mixture	60,000	tons	3.50	210,000.00
Asphalt Cement in Mixture	3,300	tons	37.00	122,100.00
Class "A" Concrete in Box Culvert	450	cu.yd.	75.00	33,750.00
Reinforcement in Box Culvert	70,000	lbs.	0.1325	9,275.00
Loose Riprap	8,500	cu.yd.	2.00	17,000.00
12-inch Culvert Pipe	400	lin.ft.	3.20	1,280.00
15-inch Culvert Pipe	1,820	lin.ft.	4.00	7,280.00
18-inch Culvert Pipe	4,200	lin.ft.	4.60	19,320.00
24-inch Culvert Pipe	970	lin.ft.	7.00	6,790.00
36-inch Culvert Pipe	420	lin.ft.	12.50	5,250.00

48-inch Culvert Pipe	1,100 lin.ft.	22.50	$ 24,750.00
6-inch Drain Pipe	2,300 lin.ft.	2.25	5,175.00
8-inch Drain Pipe	6,400 lin.ft.	2.65	16,960.00
10-inch Drain Pipe	64 lin.ft.	2.95	188.80
12-inch Drain Pipe	860 lin.ft.	3.25	2,795.00
Salvage and Relaying Pipe	75 lin.ft.	3.00	225.00
15-inch Culvert End Sections	10 only	31.00	310.00
18-inch Culvert End Sections	25 only	34.00	850.00
24-inch Culvert End Sections	2 only	58.00	116.00
36-inch Culvert End Sections	2 only	120.00	240.00
48-inch Culvert End Sections	2 only	220.00	440.00
Concrete Manholes	1 only	350.00	350.00
Concrete Inlets, Type G-1	9 only	150.00	1,350.00
Concrete Inlets, Type G-2M	35 only	150.00	5,250.00
Corrugated Metal Catch Inlets,	7 only	65.00	455.00
Concrete Junction Boxes	10 only	250.00	2,500.00
Extra for A.C. Concrete Approaches	14 only	50.00	700.00
A.C. Concrete Curbs	7,000 lin.ft.	0.75	5,250.00
A.C. Concrete Traffic Markers	90 lin.ft.	1.00	90.00
Guide Posts, W-1	300 only	8.00	2,400.00
Guide Posts, Y-2 & Y-3	325 only	10.00	3,250.00
Guard Rail	55,800 lin.ft.	2.50	139,500.00
Median Barrier	6,400 lin.ft.	4.00	25,600.00
Type 2 Barricade	1,700 lin.ft.	3.00	5,100.00
Rail End Pieces	110 only	5.00	550.00
Guard Rail Blocks	6,300 only	1.50	9,450.00
Portable Barricade	15 only	100.00	1,500.00
Salvaging Guard Rail	5,400 lin.ft.	0.50	2,700.00
Salvaging Type 2 Barricade	3,100 lin.ft.	0.50	1,550.00
Guard Rail-Salvaged Guard Rail	2,340 lin.ft.	1.00	2,340.00
Guard Rail-Salv. Type 2 Barricade	3,100 lin.ft.	1.00	3,100.00
Type 2 Barricade-Salv. Type 2 Barricade	940 lin.ft.	0.50	470.00
Type 2 Fence	4,350 rods	7.50	32,625.00
16' Type 2 Single Gates	12 only	100.00	1,200.00
Roadside Seeding	79 acres	110.00	8,690.00
Roadside Mulching	79 acres	180.00	14,220.00
Grass Seed, Creeping Red Fescue	869 lbs.	1.00	869.00
Grass Seed, Chewing Fescue	632 lbs.	1.00	632.00
Grass Seed, Perennial Ryegrass	237 lbs.	1.00	237.00
Grass Seed, Nesport Bluegrass	395 lbs.	1.00	395.00
Dutch White Clover	237 lbs.	1.00	237.00
Inorganic Fertilizer, 10-16-8	316 cwt.	7.00	2,212.00
Furnishing and Placing Jute Matting	960 sq.yd.	1.00	960.00
<u>Signing</u>			
Removal of Existing Sign Installation	All Required		146.00
Sign Support Footings	All Required		3,716.00

Pipe Sign Posts	All Required		$ 1,380.00
Single Sign Supports	All Required		8,068.00
Double Sign Supports	All Required		1,593.00
Structure Mounts	All Required		285.00
Painted Wood Sign Posts	All Required		2,880.00
Type "A" and "B" Signs in Place	1,827 sq.ft.	6.65	12,149.55
Type "C", "D", "E" and "T" Signs in Place	1,175 sq.ft.	3.50	4,112.50
Type "F", "F", "G" and "M" Signs in Place	263 sq.ft.	3.70	973.10
Type "P" and "Q" Signs in Place	49 sq.ft.	5.25	257.25
			$3,773,452.20
Flagging (57½ of Contractor's Cost)	All Required		$ 20,000.00
Slide Removal	All Required		100,000.00
Moving State Buildings	All Required		2,000.00
			$ 122,000.00
Utilities			
Work by Pacific Northwest Bell Co.	All Required		$ 14,000.00
Work by California-Pacific Utilities Co.	All Required		2,834.40
Work by Pacific Power & Light Co.	All Required		27,274.11
			$ 44,108.51
	Subtotal		$3,939,560.71
	10% Engr. & Cont.		393,955.29
	Total		$4,333,516.00

Type Code X281
Glendale Interchange (Br. #9352 and 9352A)(Sta. In 450+77 to Sta. 453+14)(Cont. 6519)

Shoring, Cribbing, Etc.	All Required (35%)		$ 5,250.00
Structural Excavation	1,230 cu.yd.	5.00	6,150.00
Structural Excavation Below Elevation Shown	120 cu.yd.	10.00	1,200.00
Class "A" Concrete (1,198 cu.yd.)	All Required (35%)		90,798.75
55'-60' Type 3 Prestressed Beams	13 only	1,100.00	14,300.00
70'-75' Type 3 Prestressed Beams	14 only	1,350.00	18,900.00
75'-80' Type 3 Prestressed Beams	7 only	1,445.00	10,115.00
80'-85' Type 3 Prestressed Beams	8 only	1,485.00	11,880.00
Metal Reinforcement (216,400 lbs.)	All Required (31%)		28,055.00
Metal Parapet Railing	833 lin.ft.	7.25	6,039.25
8-inch Metal Drain Pipe	160 lin.ft.	4.00	$ 640.00
			$ 193,328.00

Type Code X781
Speaker Road U'xing (Br. #9334)(Sta. In 592+35.44)(Contract No. 6519)

Shoring, Cribbing, Etc.	All Required (15%)		$ 2,250.00
Structural Excavation	600 cu.yd.	5.00	3,000.00
Structural Excavation Below Elevation Shown	60 cu.yd.	10.00	600.00

Furnish 10BP 42 Steel Piling	300 lin.ft.	4.50	$ 1,350.00
Drive Steel Piles	12 only	100.00	1,200.00
Splice Steel Piles	3 only	48.00	144.00
Class "A" Concrete (503 cu.yd.)	All Required (15%)		38,913.75
50'-55' Type 4 Prestressed Beams	4 only	1,195.00	4,780.00
55'-60' Type 4 Prestressed Beams	4 only	1,305.00	5,220.00
90'-95' Type 4 Prestressed Beams	8 only	1,730.00	13,840.00
Preparation of Slopes	350 sq.yd.	2.00	700.00
Concrete Slab Riprap	350 sq.yd.	8.00	2,800.00
Metal Reinforcement (96,000 lbs.)	All Required (15%)		13,575.00
Metal Parapet Railing	590 lin.ft.	7.25	4,277.50
8-inch Metal Drain Pipe	80 lin.ft.	4.00	320.00
6-inch Standard Steel Pipe	30 lin.ft.	12.50	375.00
			$ 93,345.25

Type Code X481
N. Wolf Creek Bridge (Br. #9337)(Sta. 671+38 to Sta. 674+11)(Contract No. 6519)

Shoring, Cribbing, etc.	All Required (25%)		$ 3,750.00
Structural Excavation	920 cu.yd.	5.00	4,600.00
Structural Excavation Below Elevation Shown	90 cu.yd.	10.00	900.00
Class "A" Concrete (1,045 cu.yd.)	All Required (30%)		77,827.50
35'-40' Type 3 Prestressed Beams	10 only	765.00	7,600.00
55'-60' Type 3 Prestressed Beams	10 only	1,100.00	11,000.00
70'-75' Type 3 Prestressed Beams	20 only	1,350.00	27,000.00
Metal Reinforcement (174,000 lbs.)	All Required (24%)		21,720.00
Metal Parapet Railing	480 lin.ft.	7.25	3,480.00
8-inch Metal Drain Pipe	80 lin.ft.	4.00	320.00
6-inch Standard Steel Pipe	220 lin.ft.	12.50	2,750.00
			$160,947.50

Type Code X281
S. Wolf Creek O'xing (Br. #9339)(Sta. 701+34 to Sta. 703+23)(Contract No. 6519)

Shoring, Cribbing, etc.	All Required (25%)		3,750.00
Structural Excavation	950 cu.yd.	5.00	4,750.00
Structural Excavation Below Elevation Shown	100 cu.yd.	10.00	1,000.00
Furnish 10 BP 42 Steel Piling	880 lin.ft.	4.50	3,960.00
Drive Steel Piles	22 only	100.00	2,200.00
Splice Steel Piles	5 only	48.00	240.00
Class "A" Concrete (713 cu.yd.)	All Required (20%)		51,885.00
55'-60' Type 3 Prestressed Beams	11 only	1,100.00	12,100.00
60'-65' Type 3 Prestressed Beams	9 only	1,165.00	10,485.00
65'-70' Type 3 Prestressed Beams	7 only	1,270.00	8,890.00
70'-75' Type 3 Prestressed Beams	3 only	1,350.00	4,050.00
Metal Reinforcement (202,000 lbs.)	All Required (30%)		27,150.00
8-inch Metal Drain Pipe	80 lin.ft.	4.00	320.00
6-inch Standard Steel Pipe	50 lin.ft.	12.50	625.00
			$131,405.00

Type Code X020
Wolf Creek Bridge (Br. #9335)(Sta. In 613+00)(FR 611+95 to 613+10)(Contract No. 6519)

Shoring, Cribbing, etc.	All Required (45%)		$ 4,050.00
Structural Excavation	200 cu.yd.	6.00	1,200.00
Structural Excavation Below Elevation Shown	20 cu.yd.	10.00	200.00
Class "A" Concrete (316 cu.yd.)	All Required (49%)		23,030.00
Metal Reinforcement (73,700 lbs.)	All Required (49%)		9,251.20
8-inch Metal Drain Pipe	50 lin.ft.	4.00	200.00
			$ 37,931.20

Type Code X020
Wolf Creek Bridge (Br. #9336)(Sta. 667+50)(FR 664+12.75 to FR 665+27.75)
(Contract No. 6519)

Shoring, Cribbing, etc.	All Required (55%)		4,950.00
Structural Excavation	250 cu.yd.	6.00	1,500.00
Structural Excavation Below Elevation Shown	30 cu.yd.	10.00	300.00
Class "A" Concrete (323 cu.yd.)	All Required (51%)		23,970.00
Metal Reinforcement (75,400 lbs.)	All Required (51%)		9,628.80
8-inch Metal Drain Pipe	30 lin.ft.	4.00	120.00
			$ 40,468.80

Type Code X023
Coyote Cr. Bridge (Br. #6530A)(Sta. 214+29 to Sta. 214+71)(Contract No. 6519)

Shoring, Cribbing, etc.	All Required (65%)		3,900.00
Structural Excavation Below Elevation Shown	40 cu.yd.	5.00	200.00
Structural Excavation	400 cu.yd.	5.00	2,000.00
Class "A" Concrete (589 cu.yd. $85.00)	All Required (75%)		43,125.00
Metal Reinforcement (134,000 lbs. $0.14)	All Required (75%)		16,972.50
			$ 66,197.50

Type Code X023
Coyote Creek Bridge (Br. #9338)(Sta. 701+00)(FR 700+00 to 700+30)(Cont. No. 6519)

Shoring, Cribbing, etc.	All Required (35%)		2,100.00
Structural Excavation	200 cu.yd.	5.00	1,000.00
Structural Excavation Below Elevation Shown	20 cu.yd.	5.00	100.00
Class "A" Concrete (200 cu.yd. $85.00)	All Required (25%)		14,375.00
Metal Reinforcement (45,500 lbs. $0.14)	All Required (25%)		5,657.50
			$ 23,232.50

Subtotal	$746,855.75
10% Engr. & Cont.	74,685.25
Total	$821,541.00

Length of Roadway - - - - - - - - - - - - 5.605 miles
Length of 8 Structures - - - - - - - - - 0.140 mile
Total Length - - - - - - - - - - - - - - - 5.745 miles
Cost of Roadway Per Mile - - - - - - - - $773,151.82

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$4,333,516.00	$3,997.200.00	$336,316.00
Structures	821,541.00	757,500.00	64,041.00
	$5,155,057.00	$4,754,700.00	$400,357.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Retain in PS & E Status

Description	Total Cost	Federal Funds	State Funds
California Pacific Utility Co.	1,200.00	1,100.00	100.00

CLENDALE JUNCTION-COYOTE CREEK SECTION

PROJECT NO. I-5-2(42)76

Estimated cost of work by Pacific N.W. Bell Telephone Co.

Labor		$ 897.00
Overhead		376.00
Material		1,977.00
Equipment		174.00
Salvage		-
Contract Labor		6,400.00
	Total	$9,824.00
State's Share 1/3rd		$3,275.00

Estimated cost of work by California Pacific Utilities Co.

Unit 2

Labor		$2,610.00
Materials		1,639.00
Transportation		480.00
	Subtotal	$4,729.00
Salvage		1,186.00
	Total	$3,543.00
State Share 80%		$2,834.40

Estimated cost of work by Pacific Power & Light Company

Unit 1

Labor		$36,138.00
Material		29,460.00
Transportation		5,596.00
Overhead		16,854.00
Related Operating Expense		2,256.00
Crew Per Diem		5,940.00
Payment to Cal-Pac. Telco		6,600.00
	Subtotal	$102,844.00
Salvage		16,511.00
	Total	$ 86,333.00
State Share 21.2%		$ 18,302.59

Unit 2

Labor		$ 6,856.00
Materials		3,321.00
Transportation		1,026.00
Overhead		1,980.00
Related Operating Expense		551.00
	Subtotal	$ 13,734.00
Salvage		2,726.00
	Total	$ 11,008.00
State Share 81.5%		$ 8,971.52

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Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
2(42)76		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Douglas
5		PROJECT NO. I-5-2(42)76

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 1 Mi. N. Douglas Co. Line to Coyote Creek
(Glendale Jct. - Coyote Creek Section)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-16-64	5.745
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 5,121,938.00	$ 4,724,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Department
(Official name of Highway Department)

By Hayt I Sisemore

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~xxx~~ A. M. Perenno
(Division Engineer)

By: L R Backlund

L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer January 18, 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal-Aid
Project No. I-5-2(42)76

GLENDALE JCT.-COYOTE CREEK SECTION OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 6, 1965

Type Code 6201
Roadway (Sta. L[n] 417+00 Thru Equa. 714+61.46=209+77.09 to Sta. 215+50)
(Contract No. 6519)

Clearing and Grubbing	All Required		$ 95,000.00
Ditch Excavation, Unclassified	4,300 cu.yd.	$ 1.25	5,375.00
General Excavation, Unclass.	2,900,000 cu.yd.	0.65	1,885,000.00
Embankment Foundation Excav., Unclassified	49,000 cu.yd.	0.75	36,750.00
Overhaul	305,000 C-yd.sta.	0.40	122,000.00
Extra for Selected Subgrade Material	269,000 cu.yd.	0.20	53,800.00
Extra for Selected Rock Slope Protection Material	6,800 cu.yd.	1.05	7,140.00
Finishing Roadbed and Slopes	All Required		15,000.00
Rounding Cutbanks	12,000 lin.ft.	0.20	2,400.00
Trench Excavation	7,200 cu.yd.	4.00	28,800.00
Special Backfill in Drains	1,300 cu.yd.	6.00	7,800.00
Furnishing and Placing Topsoil	20,500 cu.yd.	2.50	51,250.00
Watering	10,000 M-gal.	2.50	25,000.00
Obliteration of Roadway	19.00 station	50.00	950.00
3/4" - 0 Material in Stone Leveling Course	23,000 ton	1.80	41,400.00
3/4" - 0 Aggregate in Prime Coat	1,150 cu.yd.	5.00	5,750.00
RC-250 Asphalt in Prime Coat	170 ton	65.00	11,050.00
RS-1 Asphalt in Tack Coat	24 ton	75.00	1,800.00
Plant-Mix Stone Base	224,000 ton	1.75	392,000.00
Detour Surfacing	3,000 lin.ft.	5.00	15,000.00
Bituminous Base Mixture	34,000 ton	3.40	115,600.00
Asphalt in Bituminous Base Mixture	1,600 ton	37.00	59,200.00
Class "B" Asphalt Concrete Mixture	60,000 ton	3.50	210,000.00
Asphalt Cement in Mixture	3,300 ton	37.00	122,100.00
Class "A" Concrete in Box Culvert	450 cu.yd.	75.00	33,750.00
Reinforcement in Box Culvert	70,000 lb.	.1325	9,275.00
Loose Riprap	8,500 cu.yd.	2.00	17,000.00
12-inch Culvert Pipe	400 lin.ft.	3.20	1,280.00
15-inch Culvert Pipe	1,820 lin.ft.	4.00	7,280.00
18-inch Culvert Pipe	4,200 lin.ft.	4.60	19,320.00
24-inch Culvert Pipe	970 lin.ft.	7.00	6,790.00
36-inch Culvert Pipe	420 lin.ft.	12.50	5,250.00

48-inch Culvert Pipe	1,100 lin.ft.	$ 22.50	$ 24,750.00
6-inch Drain Pipe	2,300 lin.ft.	2.25	5,175.00
8-inch Drain Pipe	6,400 lin.ft.	2.65	16,960.00
10-inch Drain Pipe	64 lin.ft.	2.95	188.80
12-inch Drain Pipe	860 lin.ft.	3.25	2,795.00
Salvage and Relaying Pipe	75 lin.ft.	3.00	225.00
15-inch Culvert End Sections	10 only	31.00	310.00
18-inch Culvert End Sections	25 only	34.00	850.00
24-inch Culvert End Sections	2 only	58.00	116.00
36-inch Culvert End Sections	2 only	120.00	240.00
48-inch Culvert End Sections	2 only	220.00	440.00
Concrete Manholes	1 only	350.00	350.00
Concrete Inlets, Type G-1	9 only	150.00	1,350.00
Concrete Inlets, Type G-2M	35 only	150.00	5,250.00
Corrugated Metal Catch Inlets	7 only	65.00	455.00
Concrete Junction Boxes	10 only	250.00	2,500.00
Extra for A.C. Concrete Approaches	14 only	50.00	700.00
A.C. Concrete Curbs	7,000 lin.ft.	0.75	5,250.00
A.C. Concrete Traffic Markers	90 lin.ft.	1.00	90.00
Guide Posts, W-1	300 only	8.00	2,400.00
Guide Posts, Y-2 & Y-3	325 only	10.00	3,250.00
Guard Rail	55,800 lin.ft.	2.50	139,500.00
Median Barrier	6,400 lin.ft.	4.00	25,600.00
Type 2 Barricade	1,700 lin.ft.	3.00	5,100.00
Rail End Pieces	110 only	5.00	550.00
Guard Rail Blocks	6,300 only	1.50	9,450.00
Portable Barricade	15 only	100.00	1,500.00
Salvaging Guard Rail	5,400 lin.ft.	0.50	2,700.00
Salvaging Type 2 Barricade	3,100 lin.ft.	0.50	1,550.00
Guard Rail-Salvaged Guard Rail	2,340 lin.ft.	1.00	2,340.00
Guard Rail-Salv. Type 2 Barricade	3,100 lin.ft.	1.00	3,100.00
Type 2 Barricade-Salv. Type 2 Barricade	940 lin.ft.	0.50	470.00
Type 2 Fence	4,350 rod	7.50	32,625.00
16' Type 2 Single Gates	12 only	100.00	1,200.00
Roadside Seeding	79 acre	110.00	8,690.00
Roadside Mulching	79 acre	180.00	14,220.00
Grass Seed, Creeping Red Fescue	869 lb.	1.00	869.00
Grass Seed, Chewing Fescue	632 lb.	1.00	632.00
Grass Seed, Perennial Ryegrass	237 lb.	1.00	237.00
Grass Seed, Newport Bluegrass	395 lb.	1.00	395.00
Dutch White Clover	237 lb.	1.00	237.00
Inorganic Fertilizer, 10-16-8	316 cwt.	7.00	2,212.00
Furnishing and Placing Jute Matting	960 sq.yd.	1.00	960.00
<u>Signing</u>			
Removal of Existing Sign Install.	All Required		146.00
Sign Support Footings	All Required		3,716.00

Pipe Sign Posts	All Required		$ 1,380.00
Single Sign Supports	All Required		8,068.00
Double Sign Supports	All Required		1,593.00
Structure Mounts	All Required		285.00
Painted Wood Sign Posts	All Required		2,880.00
Type "A" and "B" Signs in Place	1,827 sq.ft.	$ 6.65	12,149.55
Type "C", "D", "R" and "T" Signs in Place	1,175 sq.ft.	3.50	4,112.50
Type "E", "F", "G" and "M" Signs in Place	263 sq.ft.	3.70	973.10
Type "P" and "Q" Signs in Place	49 sq.ft.	5.25	257.25
			$3,773,452.20
Flagging (57% of Contractor's Cost)	All Required		$ 20,000.00
Slide Removal	All Required		100,000.00
Moving State Buildings	All Required		2,000.00
			$ 122,000.00
Work by Pacific Northwest Bell Co.	All Required		$ 14,000.00
	Subtotal		$3,909,452.20
	10% Engr. & Cont.		390,944.80
	Total		$4,300,397.00

Type Code X281
Glendale Interchange (Br. #9352 and 9352A)(Sta. Ln 450+77 to Sta. 453+14)
(Contract No. 6519)

Shoring, Cribbing, etc.	All Required (35%)		$ 5,250.00
Structural Excavation	1,230 cu.yd.	$ 5.00	6,150.00
Structural Excavation Below Elevation Shown	120 cu.yd.	10.00	1,200.00
Class "A" Concrete (1,198 cu.yd.)	All Required (35%)		90,798.75
55'-60' Type 3 Prestressed Beams	13 only	1,100.00	14,300.00
70'-75' Type 3 Prestressed Beams	14 only	1,350.00	18,900.00
75'-80' Type 3 Prestressed Beams	7 only	1,445.00	10,115.00
80'-85' Type 3 Prestressed Beams	8 only	1,485.00	11,880.00
Metal Reinforcement (216,400 lb.)	All Required (31%)		28,055.00
Metal Parapet Railing	833 lin.ft.	7.25	6,039.25
8-inch Metal Drain Pipe	160 lin.ft.	4.00	640.00
			$ 193,328.00

Type Code X781
Speaker Road U'xing (Br. #9334)(Sta. Ln 592+35.44)(Contract No. 6519)

Shoring, Cribbing, etc.	All Required (15%)		$ 2,250.00
Structural Excavation	600 cu.yd.	$ 5.00	3,000.00
Structural Excavation Below Elevation Shown	60 cu.yd.	10.00	600.00

Furnish 10 BP 42 Steel Piling	300	lin.ft.	$ 4.50	$ 1,350.00
Drive Steel	12	only	100.00	1,200.00
Splice Steel Piles	3	only	48.00	144.00
Class "A" Concrete (503 cu.yd.)	All Required (15%)			38,913.75
50'-55' Type 4 Prestressed Beams	4	only	1,195.00	4,780.00
55'-60' Type 4 Prestressed Beams	4	only	1,305.00	5,220.00
90'-95' Type 4 Prestressed Beams	8	only	1,730.00	13,840.00
Preparation of Slopes	350	sq.yd.	2.00	700.00
Concrete Slab Riprap	350	sq.yd.	8.00	2,800.00
Metal Reinforcement (96,000 lb.)	All Required (15%)			13,575.00
Metal Parapet Railing	590	lin.ft.	7.25	4,277.50
8-inch Metal Drain Pipe	80	lin.ft.	4.00	320.00
6-inch Standard Steel Pipe	30	lin.ft.	12.50	375.00
				$ 93,345.25

Type Code X481
N. Wolf Creek Bridge (Br. #9337)(Sta. 671+38 to Sta. 674+11)(Contract No. 6519)

Shoring, Cribbing, etc.	All Required (25%)			$ 3,750.00
Structural Excavation	920	cu.yd.	$ 5.00	4,600.00
Structural Excavation Below Elevation Shown	90	cu.yd.	10.00	900.00
Class "A" Concrete (1,045 cu.yd.)	All Required (30%)			77,827.50
35'-40' Type 3 Prestressed Beams	10	only	760.00	7,600.00
55'-60' Type 3 Prestressed Beams	10	only	1,100.00	11,000.00
70'-75' Type 3 Prestressed Beams	20	only	1,350.00	27,000.00
Metal Reinforcement (174,000 lb.)	All Required (24%)			21,720.00
Metal Parapet Railing	480	lin.ft.	7.25	3,480.00
8-inch Metal Drain Pipe	80	lin.ft.	4.00	320.00
6-inch Standard Steel Pipe	220	lin.ft.	12.50	2,750.00
				$ 160,947.50

Type Code X281
S. Wolf Creek O'xing (Br. #9339)(Sta. 701+34 to Sta. 703+23)(Contract No. 6519)

Shoring, Cribbing, etc.	All Required (25%)			$ 3,750.00
Structural Excavation	950	cu.yd.	$ 5.00	4,750.00
Structural Excavation Below Elevation Shown	100	cu.yd.	10.00	1,000.00
Furnish 10 BP 42 Steel Piling	880	lin.ft.	4.50	3,960.00
Drive Steel Piles	22	only	100.00	2,200.00
Splice Steel Piles	5	only	48.00	240.00
Class "A" Concrete (713 cu.yd.)	All Required (20%)			51,385.00
55'-60' Type 3 Prestressed Beams	11	only	1,100.00	12,100.00
60'-65' Type 3 Prestressed Beams	9	only	1,165.00	10,485.00
65'-70' Type 3 Prestressed Beams	7	only	1,270.00	8,890.00
70'-75' Type 3 Prestressed Beams	3	only	1,350.00	4,050.00
Metal Reinforcement (202,000 lb.)	All Required (30%)			27,150.00
8-inch Metal Drain Pipe	80	lin.ft.	4.00	320.00
6-inch Standard Steel Pipe	50	lin.ft.	12.50	625.00
				$ 131,405.00

Type Code X020
Wolf Creek Bridge (Br. #9335)(Sta. In 613+00)(FR 611+95 to 613+10) (Contract No. 6519)

Shoring, Cribbing, etc.	All Required (45%)		$ 4,050.00
Structural Excavation	200 cu.yd.	$ 6.00	1,200.00
Structural Excavation Below Elevation Shown	20 cu.yd.	10.00	200.00
Class "A" Concrete (316 cu.yd.)	All Required (49%)		23,030.00
Metal Reinforcement (73,700 lb.)	All Required (49%)		9,251.20
8-inch Metal Drain Pipe	50 lin.ft.	4.00	200.00
			$ 37,931.20

Type Code X020
Wolf Creek Bridge (Br. #9336)(Sta. 667+50)(FR 664+12.75 to FR 665+27.75) (Contract No. 6519)

Shoring, Cribbing, etc.	All Required (55%)		$ 4,950.00
Structural Excavation	250 cu.yd.	$ 6.00	1,500.00
Structural Excavation Below Elevation Shown	30 cu.yd.	10.00	300.00
Class "A" Concrete (323 cu.yd.)	All Required (51%)		23,970.00
Metal Reinforcement (75,400 lb.)	All Required (51%)		9,628.80
8-inch Metal Drain Pipe	30 lin.ft.	4.00	120.00
			$ 40,468.80

Type Code X023
Coyote Cr. Bridge (Br. #6530A)(Sta. 214+29 to Sta. 214+71)(Contract No. 6519)

Shoring, Cribbing, etc.	All Required (65%)		$ 3,900.00
Structural Excavation	400 cu.yd.	$ 5.00	2,000.00
Structural Excavation Below Elevation Shown	40 cu.yd.	5.00	200.00
Class "A" Concrete (589 cu.yd. $85.00)	All Required (75%)		43,125.00
Metal Reinforcement (134,000 lb. $0.14)	All Required (75%)		16,972.50
			$ 66,197.50

Type Code X023
Coyote Creek Bridge (Br. #9338)(Sta. 701+00)(FR 700+00 to 700+30)(Cont. No. 6519)

Shoring, Cribbing, etc.	All Required (35%)		$ 2,100.00
Structural Excavation	200 cu.yd.	$ 5.00	1,000.00
Structural Excavation Below Elevation Shown	20 cu.yd.	5.00	100.00
Class "A" Concrete (200 cu.yd. $85.00)	All Required (25%)		14,375.00
Metal Reinforcement (45,500 lb. $0.14)	All Required (25%)		5,657.50
			$ 23,232.50

Subtotal	$ 746,855.75
10% Engr. & Cont.	74,685.25
Total	$ 821,541.00

Length of Roadway - - - - - - - - 5.605 Miles
Length of 8 Structures- - - - - 0.140 Mile
Total Length- - - - - - - - - - - 5.745 Miles
Cost of Roadway Per Mile- - - - $748,546.04

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$4,300,397.00	$3,966,500.00	$333,897.00
Structures	821,541.00	757,500.00	64,041.00
	$5,121,938.00	$4,724,000.00	$397,938.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Retain in PS & E Status

Description	Total Cost	Federal Funds	State Funds
Pacific Power and Light Co.	$13,000.00	$11,900.00	$1,100.00
California Pacific Utility Co.	1,200.00	1,100.00	100.00
	$ 14,200.00	$13,000.00	$1,200.00

GLENDALE JUNCTION-COYOTE CREEK SECTION

PROJECT NO. I-5-2(42)76

Estimated cost of work by Pacific N.W. Bell Telephone Co.

Labor		$ 897.00
Overhead		376.00
Material		1,977.00
Equipment		174.00
Salvage		-
Contract Labor		6,400.00
	Total	$9,824.00
State's Share 1/3rd		$3,275.00

RECEIVED
JUN 16 1967
FOR FILING

June 16, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97310

Re: Request for Time Extension
Glendale Junction-Coyote
Creek, Pacific Highway
Project No. I-5-2(42)76

Dear Sir:

We have received from Roy L. Houck Sons' Corporation a request for an extension of the specified completion date from October 1, 1966, to March 8, 1967. The contractor's request is based on flood damage repair and other related work.

The contractor performed unanticipated work added to the contract by Extra Work Order or Price Agreement amounting to nearly $300,000.

The contractor worked on an extra work order covering slide correction between Stagecoach Pass and Speaker Road, between January 26, 1966, and April 5, 1966, requiring the major portion of the contractor's efforts. When this work was started the contractor had completed 83 percent of his grading work and during this interval was able to increase this percentage to only 89 percent. This delayed subsequent finishing, surfacing and paving work and we believe an extension for this 70-day period is justified.

The contractor commenced work on an extra work order covering channel change restoration, roadbed slopes and a frontage road structure embankment on May 3, 1966, and completed this work May 11. During this 9-day period, approximately 80 percent of the contractor's efforts were diverted to this work, delaying all subsequent work. We believe an extension of 7 calendar days is justified.

The contractor was directed to perform erosion protection work and started this work on November 21, 1966, when the only other regular contract work remaining was cleaning

guardrail members stained by creosote. This protection work was completed December 8, 1966, and we believe an extension for all of this 18 day-period is justified.

The reasons listed above would justify an extension of 55 calendar days.

A stop work order was in effect from December 9, 1966, through March 6, 1967, while a determination was being made as to the proper method of correcting the above-mentioned guardrail staining. You have concurred in an extension of time for the stop work period and the Highway Commission approved this extension at their June 8, 1967, meeting.

The project was completed March 8, 1967. Excluding the time covered by the stop work period, 71 penalty days have been charged against the project. Based on the flood repair and slide work discussed above, we are recommending that the specified completion date be extended to March 8, 1967. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Alabee
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

DES:nn srb

RECEIVED
JUN 16 1967
FOR FILING
I-2(4)76
6519

June 15, 1967

General Insurance Co. of America
Portland Service Office
209 S.W. 4th Avenue
Portland, Oregon 97204

Gentlemen:

Contract No. 6519 awarded to Roy L. Houck Sons' Corporation for grading, paving, signing, and structure on the Glendale Junction-Coyote Creek Section of the Pacific Highway in Josephine and Douglas Counties was completed on March 8, 1967, and accepted by the Highway Commission on June 14, 1967.

Final payment in the amount of $142,226.54 will be released to the contractor after June 22, 1967. The total contract amount is $5,069,869.52 including $278,137.97 for work performed under force account.

You have been advised previously of claims filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Roy L. Houck Sons' Corporation
P.O. Box 671
Salem, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
JUN 15 1967
ENGINEERING
6519

June 14, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed March 8, 1967, on Contract No. 6519. The contract was with Ray L. Houck Sons' Corporation and was for grading, paving, structures and signing on the Glendale Junction-Coyote Creek Section of the Pacific Highway in Josephine and Douglas Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 14, 1967, and that you concur in this procedure at the Commission meeting on July 24.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
L. R. Chandler

srb jw

RECEIVED
JUL 27 1967
FOR FILING
I-5-2(1)76
6519

June 13, 1967

#9

Roy L. Houck Sons' Corporation
P. O. Box 671
Salem, Oregon

Gentlemen:

In our letter of June 8 concerning an extension of time on Contract No. 6519, we inadvertently omitted a reference to the step work order.

The last paragraph of the letter should read: "After considering the recommendation of the Engineer and other available information, the Commission granted an extension of time covering the period of the step work order from December 9, 1966, through March 6, 1967."

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc L.R. Chandler
James Chaney
L.H. Young
F.D. Morgan
C.H. Maison
Bureau of Public Roads

RECEIVED
JUL 27 1967
FOR FILING
IS 2(12)76
6519

June 13, 1967

#9

Roy L. Houck Sons' Corporation
P. O. Box 671
Salem, Oregon

Gentlemen:

In our letter of June 8 concerning an extension of time on Contract No. 6519, we inadvertently omitted a reference to the stop work order.

The last paragraph of the letter should read: "After considering the recommendation of the Engineer and other available information, the Commission granted an extension of time covering the period of the stop work order from December 9, 1966, through March 6, 1967."

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

cc L.R. Chandler
James Chaney
L.H. Young
F.D. Morgan
C.H. Maison
Bureau of Public Roads

June 8, 1967

Roy L. Houck Sons' Corporation
P. O. Box 671
Salem, Oregon

Gentlemen:

The State Highway Commission at its meeting today considered your request for an extension of time on Contract No. 6519 for work on the Glendale Junction-Coyote Creek Section of the Pacific Highway in Josephine and Douglas Counties.

After considering the recommendation of the Engineer and other available information, the Commission granted you an extension of time to March 6, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc L R. Chandler
James Chaney
L.H. Young
F.D. Morgan
C.H. Maison
Bureau of Public Roads

Form CB-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U.S. DEPARTMENT OF COMMERCE~~
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 6, 1967

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-2(42)76
Glendale Junction - Coyote Creek Section
Extension of time request

We have reviewed your letter of June 5, 1967 concerning a time extension request on the subject project.

In view of the fact that the stop work order was established in order to determine the corrective action to be taken on the "bleeding" guardrail posts and blocks, we therefore concur in your recommendation that no liquidated damages be assessed for the period of time as stipulated in your letter.

NOTED
F. B. KLABOE

copies to Young
Malgan
Matson

6-7-67

RECEIVED
JUN 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 8 - 1967
FOR FILING
I-5-1(43)7C.
6519

June 7, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 9
June 8, 1967 meeting

Gentlemen:

Ray L. Houck Sons' Corporation, contractor on the Glendale Junction-Coyote Creek Section of the Pacific Highway in Josephine County, Contract No. 6519, has requested an extension of the specified completion date from September 30, 1966, to March 8, 1967.

A stop work order was in effect from December 9, 1966, through March 6, 1967. I recommend that an extension for this period be allowed. This will eliminate the necessity of withholding liquidated damages for this period.

Granting this extension will leave 71 penalty days at $300 per day for a total of $21,300. Another request will probably be forthcoming later. Based on the merits of Mr. Houck's request, it is our desire to release to the contractor the liquidated damage holdback for the work suspension period.

This matter will be on the agenda for your consideration at the June 8 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F..B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
L. R. Chandler

DES FBK:srb jw

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
June 5, 1967

SUBJECT: Extension of Time
Glendale Jct.-Coyote Creek Section
Pacific Highway
Contract 6519

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

We have received from Roy L. Houck Sons' Corporation a request for an extension of time on the subject contract. The request covers all of the time from the specified completion date of September 30, 1966, through March 8, 1967, and is based on repair of flood damage and slides.

A stop work order was in effect on this project from December 9, 1966, through March 6, 1967. The Office Engineering Division has indicated that this project is very nearly ready for final payment. In order to prevent withholding liquidated damages for the stop work time, we recommend that the attached letter be forwarded to the Bureau of Public Roads to secure their approval of an extension at this time for this period. We also recommend that when the Bureau of Public Roads concurs that we secure telephonic approval from the Commission for an extension covering the stop work period. This matter has been discussed with the Bureau of Public Roads Area Engineer and he agrees that all of the reasons, including the stop work time, appear to be justified.

The remainder of the request will be forwarded for action after we have analyzed it.

F. D. Morgan,
Construction Engineer

By D. E. Swan
D. E. Swan,
Staff Assistant

DES:nn
Enc.
cc: L. H. Young

RECEIVED
JUN 6 - 1967
FOR FILING

June 5, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97310

Dear Sir:

Re: Request for Time Extension
Glendale Junction-Coyote Creek
Section, Pacific Highway
Project No. I-5-2(42)76

We have received from Roy L. Houck Sons' Corporation a request for an extension of the specified completion date on the subject project from September 30, 1966, to March 8, 1967. The contractor's request is based on flood damage repair and slide correction.

Because this project is nearly ready for final payment, we are presenting at this time only that portion of the time extension that is based on a stop work period. The stop work order was in effect through March 6, 1967. We are recommending that no liquidated damages be assessed for this period and your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

DES:nn srb

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
June 5, 1967

SUBJECT: Extension of Time
Glendale Jct.-Coyote Creek Section
Pacific Highway
Contract 6519

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

We have received from Roy L. Houck Sons' Corporation a request for an extension of time on the subject contract. The request covers all of the time from the specified completion date of September 30, 1966, through March 8, 1967, and is based on repair of flood damage and slides.

A stop work order was in effect on this project from December 9, 1966, through March 6, 1967. The Office Engineering Division has indicated that this project is very nearly ready for final payment. In order to prevent withholding liquidated damages for the stop work time, we recommend that the attached letter be forwarded to the Bureau of Public Roads to secure their approval of an extension at this time for this period. We also recommend that when the Bureau of Public Roads concurs that we secure telephonic approval from the Commission for an extension covering the stop work period. This matter has been discussed with the Bureau of Public Roads Area Engineer and he agrees that all of the reasons, including the stop work time, appear to be justified.

The remainder of the request will be forwarded for action after we have analyzed it.

F. D. Morgan,
Construction Engineer

By
D. E. Swan,
Staff Assistant

DES:nn
Enc.
cc: L. H. Young

granting the extension will learn
71 dwarves produce $300 a
day for a total of $21,300. Another
request will be forthcoming later
to further extend a document
the economic of LOD,

RECEIVED
JUN 6 - 1967
FOR FILING

I - -(42) 7 -
6519

June 5, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97310

Dear Sir:

Re: Request for Time Extension
Glendale Junction-Coyote Creek
Section, Pacific Highway
Project No. I-5-2(42)76

We have received from Roy L. Houck Sons' Corporation a request for an extension of the specified completion date on the subject project from September 30, 1966, to March 8, 1967. The contractor's request is based on flood damage repair and slide correction.

Because this project is nearly ready for final payment, we are presenting at this time only that portion of the time extension that is based on a stop work period. The stop work order was in effect through March 6, 1967. We are recommending that no liquidated damages be assessed for this period and your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

DES:nn srb

FORM E-1 REV 12-64

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Glendale Jct-Coyote Cr.		WEEK ENDING: May 12, 1967
		SECTION PREFIX: 617-1063
HIGHWAY: Pacific		COUNTY: Douglas & Josephine
NAME OF JOB: Glendale Junction - Coyote Creek	KIND OF WORK: Grading, Paving, Signing, & Structures	
CONTRACTOR: Roy L. Houck Sons' Corporation	CONTRACT NUMBER: 6519	FEDERAL AID PROJECT NUMBER: I-5-2(42)76
DATE OF CONTRACT: December 15, 1967	DATE WORK STARTED: February 16, 1967	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $5,587,320.53	SPECIFIED COMPLETION DATE: September 30, 1968	PERCENT OF TIME ELAPSED: 109
EXCLUSIVE OF ENGINEERING: $5,162,012.39	ENGINEERING AUTHORIZATION: $425,308.14	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $5,116,190.60	ENGINEERING COST TO DATE: $433,981.14	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: XXXXXX UNDERRUN 0 %	PERCENT OF AUTHORIZATION: 101.9%	DATE PROJECT WAS COMPLETED: March 8, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	XXXXXXXX PAVE	Bit. Base	signing	
100	100	100	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	5.60	5.60	5.60	5.60	5.60
MILES PARTIALLY COMPLETED	5.60	5.60	5.60	5.60	5.60
MILES COMPLETED	5.60	5.60	5.60	5.60	5.60
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,970,000	247,000	32,202	1,150 & 170	65,268
TOTAL QUANTITIES CORRECTED TO DATE	3,075,760	249,737	32,202	1,152 & 165	65,268
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,075,760	249,737	32,202	1,152 & 165	65,268
AVERAGE DAILY QUANTITIES	NONE	NONE	NONE	NONE	NONE
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	NONE	NONE	NONE	NONE	NONE
NUMBER OF SHIFTS PER DAY	NONE	NONE	NONE	NONE	NONE
HOURS PER SHIFT	NONE	NONE	NONE	NONE	NONE

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

(--- Wolf Creek ---) Coyote Cr. Glendale Int/Coyote

BRIDGE NO.	Speaker Rd 9334	fr 1 9335	Ch. Ch. 9336	wolf Cr. 9337	Fr 4 9338	wolf cr. 9339	N.B. 9352	S.B. Cr. 9352a/6530A
PERCENT	100	100	100	100.	100	100	100	100 100

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Rain			
TUESDAY	Rain			
WEDNESDAY	Rain			
THURSDAY	Rain			
FRIDAY	Rain			
SATURDAY				

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	No activity by contractor
TUESDAY	No activity by contractor
WEDNESDAY	No activity by contractor
THURSDAY	No activity by contractor
FRIDAY	No activity by contractor
SATURDAY	

REMARKS

The semi-final estimate was submitted to the Salem Construction Office on Monday May 1,1967, with the exception of : Transit Notes, Level Notes. "As Constructed" Plans, Detail Map, Right of Way Map, Right of Way Monuments, Summary of test results, Statement of overruns and underruns, Narrative Report and Record of temporary signs. This data will be submitted to the Division Office May 12, 1967.

SIGNED James E. Chaney LOCATION Eugene, Oregon

James E. Chaney, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

FORM E-123X 50M 7-66

RECEIVED
MAY 8 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
L. R. KLANOS

REFERRED TO
Porter
BY ASST. STATE HWY. ENGR.
Info.

May 3, 1967

Roy L. Houck Sons' Corporation
1158 Chemeketa Street, N.E.
Salem, Oregon

RE: Glendale Junction-Coyote Creek Section
Contract No. 6519
Claim for Unpaid Water

Gentlemen:

Under date of February 3, 1967, you wrote to Division Engineer L. R. Chandler making a claim for an additional $6,354.25 for 2,541.7 M-gallons of sprinkling water at the contract price of $2.50 per M-gallon. Your claim for water is used in four different circumstances which we will discuss separately as follows:

1. Water used for the care and control of plant-mix stone base: The difference here apparently arises from the definition or interpretation of "care of the work" as covered by Section 215-3.8. We find that payment was actually made for 3,360 M-gallons used in maintenance, care and controll of plant-mix stone base as we would define same. Payment was not made for water used to process the plant-mix stone base when the finishing work did not follow immediately after the laydown. Water in the proper amount was paid for once as base rock. We are advised that the placement procedure and equipment which you used involved placing the material 1-1/2 to 2 inches above the finished grade, with the actual finishing work performed with a blade. The Resident Engineer reports that your people were advised that payment would not be made for water used to process the base when this finishing work did not follow immediately after the deposit of the material, and further, even though your superintendent was alerted to the necessity to do so, no written notice of your claim for the watering in question here was given at the time.

2. Water for care and control of 3/4"-0: We find that payment was actually made for 1,455.7 M-gallons used in this work. Material receipts were not issued for water that was wasted, as sometimes occurred when no effort was made to finish the material after it had been watered. We note that the quantity of water for which payment was made is 23.6 per cent of the dry weight of the rock. This would seem to be relatively high.

NOTED
R. L. PORTER

3. Dust Control: Section 108-1.1(b) authorizes watering for prevention of dust nuisance "when such nuisance originates within the highway right of way ..." The water which you itemize as unpaid for dust control was used outside the right of way or for watering pavement in lieu of brooming. Some unpaid water was also used in washing mud from the roadway that was tracked from your haul road.

4. Water used in replacement of material around guard rail posts: Section 731-3.2 of the guard rail specifications requires watering as necessary to obtain thorough compaction when backfilling around posts. Section 731-5.1 describing payment for guard rail work states, in effect, that the price per linear foot shall be full compensation for all the work necessary as prescribed.

We believe proper compensation has been made for water used in accordance with the various applicable specifications. Your claim is respectfully denied.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
F. D. Morgan
Construction Engineer

JAB:sg:fw

bc F. B. Klaboe
L. R. Chandler

RECEIVED
MAY 4 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. RIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 28, 1967

Roy L. Houck Sons' Corporation
1158 Chemeketa Street, N.E.
Salem, Oregon

RE: Claim for Reimbursement of
Costs to Correct Guard Rail Stain
Glendale Jct.-Coyote Creek Section
Contract No. 6519

Gentlemen:

The details and circumstances regarding the stained guard rail on the Glendale Junction-Coyote Creek Section, Contract No. 6519, have again been reviewed and it is our opinion that your claim for the $714.44 corrective costs is not considered valid.

The contract specifications under Section 731, and especially the portion 731-3.6, Painting, states that any portion of the metal painted surfaces which have been damaged, marred or disfigured shall be re-painted as necessary to bring them to the condition specified for original painting.

You have pointed out that the specifications state a minimum amount of preservative allowed in the guard rail posts and blocks, but that these specifications are silent on any maximum amounts allowed. Therefore, any bleeding of over-saturated blocks could not be attributable to actions of the contractor.

We take the stand that these blocks were not of the quality which would normally be expected due to the over-saturation. In regard to this point, one paragraph of Section 5 of the Standard Specifications is quoted. On Page 17 under 5-4, Interpretation of Specification, Plans and Special Provisions, second paragraph: "The apparent silence of the specifications and plans as to any detail, or the apparent omission from them of a detailed description concerning any point, shall be regarded as meaning that only the best general practice is to prevail and that only material and workmanship of first quality are to be used."

Guard rail blocks which are over-saturated and bleed onto the rail are not considered a produce of good quality workmanship.

RECEIVED
APR 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

JHW:sg:fw
bc F. B. Klaboe
L. R. Chandler
O. A. White

Very truly yours,

Forrest Cooper
State Highway Engineer

By F. D. Morgan

F. D. Morgan
Construction Engineer

STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Fred W. Hill, Member
Helix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 6, 1967

Mr. A. W. Parsons
Division Engineer
Dept. of Transportation
Federal Highway Admn.
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on March 8, 1967, on Contract No. 6519, Glendale Junction-Coyote Creek Section, in Josephine and Douglas Counties, in connection with Federal-Aid Project No. I-5-2(42)76.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 4-14-67

Conditions noted on above date:

Project satisfactorily completed

A. W. Parsons
Division Engineer

By: T. Dec
T. Dec
Engineering Coordinator

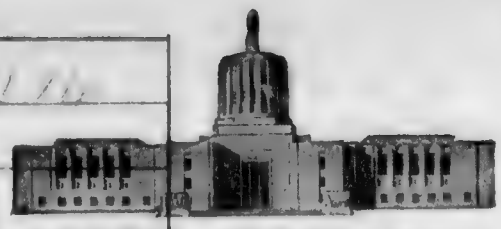
NOTED
F. D. KLARGE

to: Forrest Cooper
Vince Gallagher

RECEIVED
MAR 28 1967
COMMISSIONERS

RECEIVED
MAR 27 8 43 AM '67
CLAY MYERS
SECRETARY OF STATE

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FILED
MAR 27 1967
CLAY MYERS
SECRETARY OF STATE

Claim File #4287

March 24, 1967

Robin & Mayer
Attorneys at Law
314 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

This is to acknowledge receipt of your letter of March 23 and attached Notice of Claim of Collins Pipe, Inc., for materials in the amount of $19,862.07, plus interest.

This appears to be in reference to the Roy L. Houck Sons' Corporation, Contract No. 6519, for grading, paving, signing, and structure on the Glendale Junction-Coyote Creek Section of the Pacific Highway in Josephine and Douglas Counties.

The General Insurance Company of America through Huggins Insurance Agency, 373 North Church Street, Salem, furnished the performance bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise us when your client's claim has been paid.

Very truly yours,

Floyd Smery, Secretary
OREGON STATE HIGHWAY COMMISSION

ORIGINAL SIGNED
C. W. HEAD

By
C. W. Head, Assistant Secretary

CWHsgc

cc: General Insurance Co. of America
Huggins Insurance Agency
Roy L. Houck Sons' Corp.
Mr. Glenn L. Jackson
Mr. David B. Simpson

Hon. Clay Myers
Please acknowledge receipt of this claim on the enclosed copy of this letter.

RECEIVED
MAR 28 1967
OREGON
STATE HIGHWAY COMMISSION

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN

LEO LEVENSON
OF COUNSEL

KOBIN & MEYER
ATTORNEYS AT LAW
314 OREGON BANK BUILDING
PORTLAND, OREGON 97204

223-1108

March 23, 1967

Mr. Floyd Query
Secretary
Oregon State Highway Commission
Salem, Oregon

Mr. Clay Myers
Secretary of State
Salem, Oregon

Subject: OSHD Contract No. 6519
Glendale Jct. to Coyote Creek Sec.
Roy L. Houck Sons' Corp., Contractor
General Insurance Company of America, Surety
Claim of Collins Pipe, Inc. - $19,862.07

Gentlemen:

Enclosed for immediate filing find claim on the above noted job of Collins Pipe, Inc. in the amount of $19,862.07.

I would appreciate receiving an acknowledgment.

Very truly yours,

KOBIN & MEYER

Norman B. Kobin

NBK/dc

cc - Collins Pipe, Inc.
- Roy L. Houck Sons' Corp.
- General Insurance Company of America

RECEIVED
MAR 24 1967
OREGON
STATE HIGHWAY COMMISSION

Mr. Floyd Query
Secretary
Oregon State Highway Commission
Salem, Oregon

Mr. Clay Myers
Secretary of State
Salem, Oregon

Gentlemen:

Notice is hereby given that the undersigned, Collins Pipe, Inc., has a claim for materials furnished in the sum of $19,862.07, together with interest at the legal rate, against the bond taken from Roy L. Houck Sons' Corporation, Post Office Box 671, Salem, Oregon, as principal, and General Insurance Company of America, as surety, for the construction of a portion of the Glendale Junction to Coyote Creek Section, Pacific Highway, in Josephine and Douglas Counties, Oregon, under Oregon State Highway Department Contract No. 6519.

This notice is given pursuant to ORS Chapter 279.

DATED this 21st day of March, 1967.

COLLINS PIPE, INC.

By _____

RECEIVED
MAR 24 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 15 1967

February 15, 1967

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6519, the Glendale Junction-Coyote Creek grading, paving, structure and signing project on the Pacific Highway in Josephine County is anticipated. Roy L. Houck Sons' Corporation of Salem is the contractor. The original project authorization was $5,257,696.44. The present anticipated cost is $5,587,320.53, indicating an overrun of $329,624.09 or 6.27 percent. This is a Federal-aid interstate project and the project is complete. The anticipated overrun does not include liquidated damages which have been assessed.

The major reason for this overrun is due to work required as a result of slides. Some of the slide work was performed under bid items and some under force account. The project authorization included $100,000 for anticipated slide work, but the actual slide work exceeded this amount by over $260,000. Overruns in embankment foundation excavation, asphaltic concrete, topsoil and watering were caused by conditions not anticipated when the project plans were prepared.

This request for an additional authorization will be presented to you at the March 14 meeting and your approval is recommended.

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

DES:fp bg

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RECEIVED
MAR 6 1967

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 3, 1967

SUBJECT: Overrun of Project Authorization
Glendale Jct.-Coyote Creek Section
Pacific Highway
Contract No. 6519

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached is a report on an expected overrun of the project authorization on the subject contract. This project, for grading, paving, structure and signing, is under contract to Roy L. Houck Sons' Corporation of Salem. The original project authorization was $5,257,696.44. The present anticipated cost is $5,587,320.53, indicating an overrun of $329,624.09 or 6.27 per cent. The job is complete and the semi-final is being compiled. (This overrun figure also excludes a theoretical $20,700 credit for liquidated damages.)

The major reason for this overrun is due to the work required as a result of slides. A part of the slide material was removed under the bid item for General Excavation. This slide work and related cut slope changes caused an overrun in the General Excavation of $130,000. Seven force account work orders were written covering other slide correction work and amounted to over $236,000. The project authorization included $100,000 for slide correction work, so this represents $136,000 of unanticipated slide work not included in the General Excavation. Other overruns in embankment foundation excavation, asphaltic concrete, top soil and watering also occurred. These were occasioned by unanticipated needs at the time the contract plans were prepared. The added slide work also required additional flagging.

It is recommended that the project authorization be increased by $329,624.09. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:fp
Enc.
cc L. H. Young

NOTED
F. B. KLABOE

1-2-19-76.

EXPECTED OVERRUN OF PROJECT AUTHORIZATION

Project **Glendale Junction-Coyote Creek** Date **January 23, 1967**

Highway **Pacific** Contract No. **6519**

County **Douglas & Josephine** Kind of Work **Grading, Paving, Structures & Signing** Contractor **Roy L. Houck Sons' Corp.**

	Authorized	Estimated
Contract Amount	$4,520,307.95	$4,768,226.22
Anticipated Items	153,200.00	315,063.16
Contingency (4-1/2%)	210,307.86	78,784.68
Engineering	373,880.63	425,308.14
Credits		- 61.67
PROJECT COST	$5,257,696.44	$5,587,320.53
NET INCREASE $		$ 329,624.09 or 6.27%

APPROVED BY STATE HIGHWAY COMMISSION
DATE 3-14-67

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). * List all unanticipated items)

	Expected Amount	Net Change
(C) Item 3, Gen. Exc., Unclass. 200,000 @ 0.65	$2,015,000.00	+ 130,000.00
(C) " 4, Emb. Fnd. Exc., Unclass. 18,393 @ 0.75	30,344.45	+ 13,794.75
(C) " 11a, Furn. & Place Topsoil 5,138 @ 2.50	24,094.23	+ 12,845.00
(C) " 12, Watering 5,344 @ 2.50	38,360.00	+ 13,360.00
(C) " 22, Class "B" Asph. Conc. Mix. 5,269 @ 3.50	228,460.49	+ 18,441.50
(C) " 23, Asph. Cement in Mix 441 @ 37.00	138,417.00	+ 19,073.10
(C) " Misc. Contract Overruns and Underruns (Algebraic Total)		+ 40,403.92
(A) EWO No. 1 - Flagging	41,239.21	+ 21,239.21
(A) EWO No. 3 - Extra clearing for slide correction	6,696.17	
(A) EWO No. 4 - Pioneer Slide	8,169.84	
(A) EWO No. 6 - Clear Slide Area	3,981.36	+ 136,689.89
(A) EWO No. 7 - Pioneer Slide	6,093.83	
(A) EWO No. 8 - Remove slides	161,419.69	
(A) P.A. No. 3 - Excavate and Haul Slide material	31,420.90	

(OVER)

Principal reasons for overruns (Continue on reverse side):
Slide correction work in excess of what had been anticipated and related cut slope revision caused an overrun in General Excavation and in anticipated slide work. Additional patching with AC was required to provide an acceptable overlay. Embankment foundation excavation in an old sawmill area overran to provide adequate embankment stabilization.

Instructions: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by /s/ James E. Chaney
Resident Engineer

Noted by _____
Construction or Bridge Engineer

Confirmed by /s/ John Quiner II
Asst.
Division Engineer

Noted by _____
Assistant Deputy or State Highway Engineer

MAJOR OVERRUNS & UNDERRUNS (Continued)

	Expected Amount	Net Change	
(A) Misc. Anticipated Overruns & Underruns (Algebraic Total)		+ 3,934.06	
(U) EWO No. 2 - Extra Clearing		+ 1,422.57	
(U) EWO No. 5 - Remove and replace fence		+ 577.54	
(U) EWO No. 9 - Extend Wolf Cr. Interch. embankment		+ 389.44	
(U) EWO No. 10 - Haul State piling to project		+ 297.56	
(U) EWO No. 11 - Flood repair on frontage road		+ 15,406.27	
(U) EWO No. 12 - Remove temporary connection		+ 3,802.17	
(U) EWO No. 13 - Erosion control		+ 9,185.09	
(U) PA No. 2 - Furnish & install Type 2 Fence		+ 465.00	
(U) PA No. 4 - Furnish & install Type 2 16-foot gate		+ 100.00	
(U) PA No. 6 - Overrun of bid items		+ 37,644.25	*
(U) PA No. 7 - Lower false work		+ 1,350.00	
(U) PA No. 8 - Change roller specs.		- - - -	
(U) PA No. 9 - Construct special manhole		+ 2,874.75	
(U) PA No. 10 - Construct additional inlets		+ 500.00	
(U) PA No. 11 - Trench Exc. & Perf. Pipe		+ 15,156.99	
(U) PA No. 12 - Change wood sign post specs.		+ 2,775.00	
(U) PA No. 13 - Purchase excess pipe		+ 1,838.64	
(U) PA No. 14 - Delete A.C. median		- 2,028.00	*
(U) PA No. 15 - Change aggregate specs.		+ 5,644.80	
(U) PA No. 16 - Change median specs.		- - - -	
(U) PA No. 17 - Delete prime coat		- 4,135.00	*
(U) PA No. 18 - Construct concrete sump		+ 398.00	
(U) SFO No. 4 - Temporary striping		+ 2,300.00	
(U) SFO No. 5 - Ilium. at south end of project		- 1,106.48	
(U) SFO No. 6 - Furnish Steel Piling		+ 2,168.00	
(U) SFO No. 7 - Horizontal Drains		+ 9,000.00	
(U) SFO NO. 8 - Haul Pile Cut-offs		+ 80.00	
(U) SFO No. 9 - Permanent striping		+ 1,976.38	
(U) SFO No. 10 - Charge for altered stakes		- 61.67	**

* Covered in Contract bid items.
** Covered in credits.

RECEIVED
JAN 18 1967

FILE FILING

6519

To:

Mr. F. D. Morgan
Construction Engineer
O F F I C E

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 17, 1967

SUBJECT: Assignment No. 796-P, 1343-FBK
Stained Guard Rail
Glendale Jct.-Coyote Creek Section
Pacific Highway
Contract No. 6519

F. B. KLABOE

Regarding the letter of January 12, 1967 to J. E. Chaney, Resident Engineer, from a Mr. O. H. Foster of Roy L. Houck Sons' Corporation, the following comments are made:

On Thursday, December 15, 1966, a final inspection of the subject project was made by Bureau of Public Roads and Oregon State Highway Department personnel (see attached report of this inspection). As noted on the inspection report, the construction work on the project was considered acceptable except for some portions of the guard rail on which the preservative from the offset wood blocks had bled and splattered over the painted rail. The general appearance of the rail was not good and the contractor's Superintendent, Mr. Jack Brown, was informed that corrective measures to clean the rail would have to be taken prior to acceptance of the project.

With this in mind, comments are made regarding the numbered paragraphs of Mr. Foster's letter:

Paragraph 1. I have seen some of the correspondence between Houck and Baxter. It mainly reiterates that Baxter claims that the blocks are in specifications and therefore they are not responsible.

Paragraph 2. This paragraph more or less states what the Baxter to Houck letter says.

Paragraph 3. This is correct. As previously stated, their Superintendent, Jack Brown, was notified the rail in its present condition was unsatisfactory.

Paragraph 4. I understood from Mr. John Quiner that this proposition was put forth. Houck would like to have us final out the job, then make a separate contract for the cleaning of the rail by them at a later time. We do not believe this to be in order and have so advised Quiner.

Paragraph 5. The suggestion was not acceptable to the State and it was indicated that the Bureau felt the same as far as I know.

Paragraph 6. We have never to my knowledge indicated that the blocks furnished by Baxter Company were non-specification. The basis for non-acceptance of the work was based on the unsightly appearance of the painted rail.

Our specifications on guard rail, barrier and barricade, Section 731-3.6 Painting under (a) General- in part states as follows:

> "Painted surfaces shall be uniformly coated and free of sags, blemishes or defects."

In the same section under (c) Metal Surfaces and under 5. regards "All painted surfaces which have been damaged or marred or disfigured from any cause prior to acceptance of the work." Following is stated: "Under Item 5 of the above list, the contractor shall repaint the pertinent areas in a like manner and with like materials to those specified for original painting and as necessary to bring the areas involved to specified conditions. The work shall be performed at proper times and places to insure complete coverages and restoration of the sev al paint coats."

Paragraph 7. I am informed that until the project has been completed to the satisfaction of the Engineer, the final records check and acceptance made by the Commission, payment no greater than 97 per cent of the total estimated cost can be paid.

It is possible that by the time the Field Engineer has the semi-final estimate submitted and it has been checked out by the Salem Checking Department, the weather conditions may be such that corrective action can be taken to clean up the rail.

John H. Walker
Assistant Construction Engineer

JHW:fp
Attach.
cc F. B. Klaboe
L. H. Young
L. R. Chandler

Routing

Morgan

Decker

Bond

Barbee

Walker

RECEIVED

January ~~12~~, 1967

Cont. #6519 - V-23

NOTED

Mr. James E. Chaney, Resident Engineer
Oregon State Highway Department
2193 15th Ave. East
Eugene, Oregon

RE: Contract #6519 -Glendale Jct.-Coyote Creek Section
Guard Rail

Dear Sir:

Pursuant to your letter of December 16, 1966, concerning a suspension of activities on the subject project pending derivation of proper corrective measures requisite to guard rail completion, you are advised as follows:

1. Copies of correspondence between ourselves and the creosoted block supplier, J. H. Baxter and Company, have been furnished to your office.

2. It is obvious from such information that the material which has most directly contributed to the staining of the guard rail, namely, the creosoted blocks, has been furnished in strict accordance with Specifications governing construction of the subject project and as such, was shipped with prior approval of the Resident Inspector.

3. Following final inspection of the project, we were verbally advised that all other items of the work were acceptable to all concerned Agencies with the exception of the guard rail, which in its observed condition was unacceptable both to the Highway Commission and to the Bureau of Public Roads.

4. It was suggested at such time that the project then be accepted with the exception of the guard rail; that the final Estimate be prepared and released, together with the covering Surety Bond; that the cost of correction of the condition be estimated and a new Performance Bond be issued in such amount.

5. This suggestion was not acceptable due to the contention that such procedure was not acceptable to the affected Federal Agency.

6. We respectively submit that subsequent investigation reveals the material in question is not contrary to applicable specifications and as such provides no basis for objection to acceptance.

7. Further, we submit that it is within the province of the Highway Commission to make a more positive approach to the participating Federal Agency for the acceptance of this project in its present condition. Not only is such suggested action within the scope of the Highway Commission, under existant conditions, a duty is herein present which should not be ignored.

Conclusively, therefore, we request that immediate action be taken to modify your very tenuous position in this regard and to proceed with the finalization of this project including timely payment of monies now due.

Any further unwarranted delays in these areas will be just cause for seeking and pursuit of legal advice as to recourse and relief.

Yours very truly,

ROY L. HOUCK SONS CORPORATION

O. H. Foster
Engineering Division Manager

OHF:nk

cc: L. R. Chandler, Division Engineer
F. D. Morgan, Construction Engineer
Forest Cooper , State Highway Engineer

RECEIVED
JAN 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

1-7-15 E

FORM B-30 SOH 10-65

Becker B
Bond

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1966

Trout
Scott
Wills
Litchfield
Olson

SUBJECT: Final Inspection
Glendale Jct.-Coyote Cr. Section
Pacific Highway
Contract No. 6519

To:
Mr. F. D. Morgan
Construction Engineer
O F F I C E

On Thursday, December 15, 1966, the following personnel made a final inspection of the Glendale Jct.-Coyote Creek Section of the Pacific Highway:

M. E. Martin	District Engineer, BPR
Paul Reidl	Area Engineer, BPR
J. E. Chaney	Resident Engineer, OSHD
John Quiner II	Ass't. Division Engineer OSHD
John Walker	Ass't. Construction Engineer OSHD
Jack Brown	Sup't. Houck Construction Company

The construction work was inspected and found suitable with the following exceptions.

Some of the guard rail blocks evidently have been over-saturated with the preservative and this preservative has bled and splattered over the painted guard rail at the areas where these blocks contact the rail. The contractor's superintendent was advised that this rail would have to be cleaned and excessive bleeding corrected prior to final acceptance of the project. Attached are pictures typical of this bleeding and splattering on the rail.

John H. Walker
Assistant Construction Engineer

JHW:fp
Attach.
cc: A. W. Parsons
F. B. Klaboe
L. H. Young
L. R. Chandler
J. E. Chaney

RECEIVED
DEC 23 1966

FOR FILES

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1966

SUBJECT: Final Inspection
Glendale Jct.-Coyote Cr. Section
Pacific Highway
Contract No. 6519

To:
Mr. F. D. Morgan
Construction Engineer
OFFICE

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NOTED
F. B. KLABOE

John H. Walker
Assistant Construction Engineer

JHW:fp
Attach.
cc: A. W. Parsons
F. B. Klaboe
L. H. Young
L. R. Chandler
J. E. Chaney

RECEIVED

Form E-208—634

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

NOV 16 1966

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Glendale Junction-Coyote Creek Section Date November 22, 1966

Highway Pacific Contract No. 6519

County Douglas and Josephine Prefix 617-1063

Contractor Roy L. Houck Sos' Corporation F. A. Project No. I-5-2(42)76

Address P.O. Box 671, Salem, Oregon Order No. 13

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Erosion protection - Clear ditches and culverts of eroded sand and gravel. Construct rock dikes in ditches on steep gradents. Furnish and place 6-in. x 6-in. x 6-ft. reinforced concrete cribbing, 20 ft. high, at inlets of each of the 3-ft. x 3-ft. concrete box culverts located at Stations 487+53 and 490+94.

Location by station numbers: Throughout project.

Estimate of quantities and cost:

Materials	$ 1,196.00
Equipment	4,642.00
Labor	5,643.00
Total	$11,481.00
Net increase in cost	$11,481.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This work made necessary due to the erosion of ditches on steep gradents. Because of this condition, it is necessary to construct cribbing at each of the inlets to the 3-ft. x 3-ft. concrete box culverts located at the bottom of a steep ravine so that, in the event of a landslide, the inlets would not be blocked, thus causing the accumulation of a large amount of water which would do considerable damage by flooding across the roadway. (Over)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$5,257,696.44	
Present estimate of project cost, including $11,481.00 for work under this order	$5,507,068.66	
Expected ~~under-run~~ over-run amount	$ 249,372.22	
Expected ~~under-run~~ over-run per cent	4.7	

Submitted by: /s/ James E. Chaney
Resident Engineer

Approval Recommended: /s/ John A. Bond
For Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ Carl M. William
Asst. Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer~~ ~~Assistant State Highway Engineer~~ or Office Engineer.

State Printing

Memo 12-5-66

Tentative approval was received from Mr. Paul Riedl, Area Engineer for the B.P.R., on November 16, 1966, to start work, subject to studying total corrective measures needed and estimating costs.

Work was started on November 19, 1966.

Approval to proceed with the work covered by this order was received from the Construction Office via the Division Office on November 22, 1966.

RECEIVED
OCT 31 1966
FORM E-30 50M 10-65
FOR HIGHWAY

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 26, 1966

To:

MEMO TO THE FILES

SUBJECT: Glendale Jct.-Coyote Creek Section
Pacific Highway
Contract No. 6519
Collins Guard Rail

From the Division office inRoseburg it was reported to this office that some 40 per cent of the guard rail delivered to the subject project does not meet our specifications as far as spacing is concerned for the bolt holes. Spacing is suppose to be 12-1/2 feet for holes in the rail, so it will fit specified spacing of posts. These holes are specified to be slot type so as to allow some tolerance in post spacing.

After disc ussion between Morgan, Bond and myself, Riedl of the Bureau of Public Roads was contacted for his opinions and the Bureau of Public Roads' reaction was toward corrective measures.

It was agreed that posts should be spaced according to the plans (12-1/2 feet) and any rail which would not fit this spacing would have to be replaced or corrected in bolt hole spacing. Correction could be by reaming or punching but not by burning. Any rail corrected would require a coat of suitable paint at the raw edges to eliminate any rusting.

This information was transmitted to Assistant Division Engineer Quiner by telephone on October 25, 1966.

NOTED
F B. KLABOE

John H. Walker
Assistant Construction Engineer

JHW:fp

cc FB Klaboe
L R Chandler
J Chaney

RECEIVED
OCT 27
OFFICE
STATE HIGHWAY

RECEIVED
OCT 5 - 1966

FOR FILING

[illegible] 31 10-4-66 1-40 PM

[illegible]

EL MONTE JCT-COYOTE CREEK SECTION OF PACIFIC HIGHWAY WAS OPENED TO FOUR LANE TRAFFIC AT 11-30 AM MONDAY OCT 3, 195/// 1966. 6000 TONS [illegible] REQUIRED TO COMPLETE JOB. 1000 FT OF TIXX TOP LIFT AC REMAINS TO BE APPLIED TO ALL FOUR LANES ON THE EXTREME SOUTH END OF THE PROJECT. THE REMAINING TONNAGE FOR SHOULDER PAVING. TRAFFIC WILL REMAIN IN FOUR LANES EXCEPT FOR SHORT PERIODS DURING WORKING HOURS ONLY.

M

CARL M WILLIAMS

DWT---@ - Khboe

RECEIVED
SEP 26 1966

FOR FORWARDING
(REVISED 9-22-59)
(PRESC. BY A.O. 208-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 20, 1966

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-2(42)76
Glendale Junction-Coyote Creek
State Force Work Order No. 9

Reference is made to Mr. Young's letter of September 16, 1966, concerning the subject order.

We are approving the use of State Forces as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price for striping. The estimated total costs of the work to be done under this order is $1,976.38 with Federal participation of $1,778.74.

Enclosure

REFERRED TO
[illegible] Wlund.
BY ASST. STATE HWY. ENGR.
9-26-66

STATE COPY

APPROVED
Confirmation of approval of project and funds
DE Martin

Form A-106—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 9

Project Name Glendale Junction-Coyote Creek Section Date August 8, 1966.

Highway Pacific Contract No. 6519 F. A. Project No. I-5-2(42)76

County Douglas and Josephine Prefix 617-1063 Account No. 278-9

Description of Work To Be Done:

Permanent striping.

Location by Station Numbers:

Throughout project.

Estimate of Quantities and Costs:

Solid Yellow 4-inch barrier line 0.27 miles @ $60.00/mile	=	$ 16.20
Solid white 3-inch shoulder line 27.61 miles @ $46.00/mile	=	1,270.06
Skip white 4-inch lane line 14.28 miles @ $29.00/mile	=	414.12
Incidental Interchange Pavement Legends 12 hours @ $23.00/hour	=	276.00
		$1,976.38

Explanation:

Contractor not equipped to perform this type work. State has trained personnel and specialized equipment and can do work more economically than by contract. Work covered by this order was started on July 26, 1966.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$5,257,696.44
Present estimate of project cost, including $ 1,976.38 for work under this order	$5,382,521.94
Expected ~~XXXXXXXX~~ over-run (amount)	$ 124,825.50
Expected ~~XXXXXXXX~~ over-run (per cent)	2.4

Space to right of this line is for use of Salem Office

Submitted by: /s/ James E. Chaney, Resident Engineer

Approval Recommended: /s/ John A. Bond, For Construction Engineer or ~~XXXXXXXXXX~~

Approval Recommended: /s/ Jay B. Boyd, Division Engineer

Approved: /s/ L. H. Young, ~~XXXXXXXXX

RECEIVED
SEP 19 1966

FOR FILING

6517

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 15, 1966

To: Mr. D. H. Moehring
Right of Way Engineer

BUILDING

SUBJECT: Access Control
Glendale Jct.-Coyote Creek Section
Pacific Highway - Josephine County
Project No. I-5-2(42)76

Attached you will find an indenture from the Southern Pacific Company dated July 19, 1966 which controls access along Southern Pacific property through the above-captioned project. Please review this document and if satisfactory remit $100.00 to the railroad as agreed in the railroad's letter dated February 12, 1965 and my letter dated March 15, 1965.

F. D. Morgan
Construction Engineer

By T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm
Attachments

cc: A. W. Parsons

F. B. Klaboe
L. H. Young
C. H. Maison
L. R. Chandler
J. E. Chaney
J. E. Holcomb

RECEIVED
SEP 1 1966
OFFICE
STATE HIGHWAY ENG.

Form E-308—8M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 9 1966 By ME Martin
Title U.S. Bureau of Public Roads

Project Name Glendale Junction–Coyote Creek Section Date September 14, 1966

Highway Pacific Contract No. 6519

County Douglas and Josephine Prefix 617-1063

Contractor Roy L. Houck Sons' Corporation F. A. Project No. I-5-2(42)76

Address P. O. Box 671, Salem, Oregon Order No. 12

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove temporary connections, finish slopes in median area, and prepare the slopes for seeding and mulching.

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SEP 29 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Location by station numbers:

407 to 421

Estimate of quantities and cost:

Equipment	$1,985.00
Labor	820.00
Total . .	$2,805.00
Net increase in cost	$2,805.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work made necessary by the completion of the highway to a four-lane facility. All work performed under this Order shall be in accordance with the "Contract Special Provisions" and the "State of Oregon, Standard Specifications for Highway Construction, Issue of 1964".
Maximum equipment rental rates shall be in accordance with the current AGC and

(over)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$5,257,696.44
Present estimate of project cost, including $2,805.00 for work under this order	$5,375,873.12
Expected under-run / over-run amount	$118,176.68
Expected under-run / over-run per cent	2.2

Space to right of this line is for use of Salem Office

Submitted by: /s/ James E. Chaney — Resident Engineer

Approval Recommended: /s/ G. L. Decker — Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II — Asst. Division Engineer

Approved /s/ L. H. Young — Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

State agreement.
Work covered by this Order has not been started.

RECEIVED
JUL 22 1966
FOR FILING
I 5-3 (4.2) 7K

July 21, 1966

Mrs. Joan Price
Route 1, Box 217-C
Coos Bay, Oregon

Dear Mrs. Price:

853K

An investigation has been made of alleged damage to your well located in Wolf Creek, Oregon, on Lot 104, Smith Subdivision, Section 22, Township 38 South, Range 6 West. Our Geologist reports that construction of the highway in this vicinity did not damage your well because of the following reasons:

1. Three adjacent existing wells next to a much higher fill are still functioning satisfactorily for this time of year during an extremely dry year.

2. The mill pond referred to in your letter was filled with granular material and should not affect water supply.

3. The Horstrum's irrigation sump still has water in it.

4. The old original branch of Coyote Creek has not been changed since the original construction.

5. This is the time of year when there is a naturally low water table. This year, 1966, has been an unusually dry year.

For these reasons, we feel that we can accept no responsibility for any damage to your well.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. R. Chandler

FDM:fp srb

FORM E-20 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1966

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Assignment No. 853-FBK
Price Well
Glendale Jct.-Coyote Creek
Josephine County

Herewith two separate reports prepared by Mr. R. J. VanCleave, Division Geologist, Division III, regarding a well on subject project. Mrs. Price, owner, has complained that due to construction of highway in this vicinity she has a reduced quantity of water available.

Mr. VanCleave's report, with attached sketch, would indicate that depth of water in the Price well is as would be expected at this time of year and that this is roughly demonstrated by depth of water in other wells in this area.

This problem has been discussed with Mrs. Price by Mr. John Quiner and Mr. Van Cleave who both informed her that conditions of other wells in the immediate area had ample water and that it did not appear that the highway construction was causing her water shortage.

A rough draft letter of reply to Mrs. Joan Price is attached.

F. D. Morgan
Construction Engineer

FDM:fp

Enc.

OFFICE O
STATE HIGHWAY E

FORM E-30 50M 10-65 5/*23401.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 19, 1966

SUBJECT: Assignment No. 40,1,FDM 855
Glendale Jct.-Coyote Creek
Josephine County

To: P. D. Morgan
Construction Engineer
S A L E M

Enclosed herewith are two separate reports prepared by R. T. Van Cleave, Division Geologist, regarding a well on the subject project. On July 11, Mrs. Price was in the division office and Mr. Van Cleave and I talked to her and explained our position regarding her well. She was advised that a check on the wells in the immediate vicinity of her well indicated that the ground water was all about at the same elevation and that it did not appear that the highway construction in any way affected the flow of water to their well. It would appear that the water flows from Coyote Creek back through the ground toward the new highway construction. In Van Cleave's second report he has prepared a sketch comparing the depth of the wells and the water table in the adjacent wells. There is a slight possibility that the log pond which was located approximately 500 ft. southerly of the Price property and was filled in as a result of the highway construction created a head for the ground water and helped fill the Prices well. This mill had ceased to operate prior to our highway construction, but the mill ponds were still in existance. It is therefore recommended that Mrs. Price be advised that it is our opinion that the new construction has in no way affected her well.

John Quiner II
ASS'T. DIVISION ENGINEER

JQII:lf
Attach.

RECEIVED

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 14, 1966

To: L. R. Chandler
O F F I C E

SUBJECT: Glendale Junction-Coyote Creek
Assignment No. 405M
Josephine County

Attention: John Quiner II

Mrs. Price's well at Wolf Creek was checked into again after our conversation with her on July 12, 1966. I have not changed my decision of the previous report made on July 7, 1966.

Additional information obtained which will confirm the above statement is the existing water level elevations in the adjacent wells and sumps. A straight line elevation graph is enclosed.

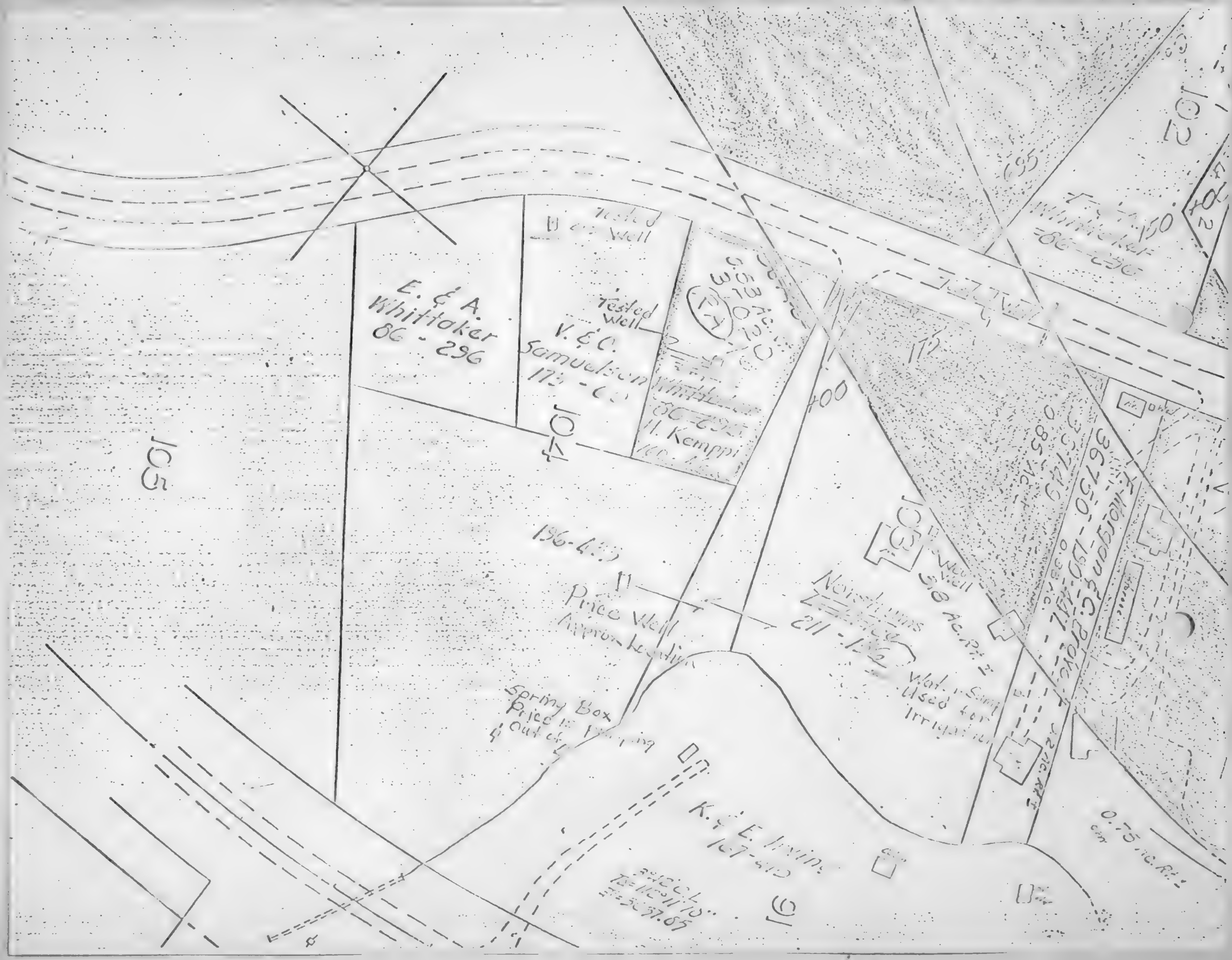
It is hard to prove, but I have a feeling that Mrs. Price's renter, Miss Jill Gray, is possibly using water in excess of previous renters.

R. J. Van Cleave
R. J. Van Cleave
Division Geologist

RJV/dl

NO. 340-10 DIETZGEN GRAPH PAPER
10 X 10 PER INCH

EUGENE DIETZGEN CO.
MADE IN U.S.A.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FORM E-10 SOM 10-65 SP*23401.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 14, 1966

SUBJECT: Glendale Jct.-Coyote Creek
Assignment No. 405 M
Josephine County

To: L. R. Chandler
Division Engineer
O F F I C E

ATTENTION: John Quiner II

I was not able to contact the renter, Jill Gray, as she was not at home. Investigation into Mrs. Joan Price's well complaint revealed it to be a dug well 11.8 feet deep and 40 inches by 48 inches. Three feet of water was standing in the well on this date, July 7, 1966. It is located approximately 440 feet right of Sta 696+50. There has been no previous check on this well.

In November and December, 1964, three adjacent wells, Samvelson, Kemppi, and Norstrums were checked for possible future damage. These people were again contacted at this time and they have sufficient water for normal household use. They stated that during July and August they normally have to be careful of their water as this is the time of the year that the water table is low. All of these wells are dug and in the 12-15 foot depth range. Also, Norstrums has a dug sump behind his house with 3 to 4 feet of water which he uses for irrigation and his new well also has 3 feet of water. Location of these wells are shown on the attached R/W location map.

Mr. Chaney, Resident Engineer on the project stated that the old mill pond that Mrs. Price referred to was back filled with granular material which certainly would not impair the natural ground water flow. Of course, the total volume of water storage would be less.

One of the above property owners mentioned that Mrs. Price's well was noted to be dry several times in the pass, but if the complaint ever came to court; it's not likely that you could get the property owners to testify.

The natural soil horizon in this area consists of 3 to 4 feet of silts and 10 to 15 feet of silty gravels over bedrock. The water table is in these gravels next to the bedrock.

I would have to recommend that our construction did not damage Mrs. Price's well because of the following reasons:

1. Three adjacent existing wells next to a much higher fill are still functioning.

2. The mill pond was back filled with granular material.

3. Norstrums irrigation sump still has water in it.

4. The old original branch of Coyote Creek has not been changed since the original construction.

5. This is the time of the year there is a naturally low water table.

R. J. Van Cleave

R. J. Van Cleave
DIVISION GEOLOGIST

RJVC:cc
attach.

CON RSB 110 7-11-66 2-45

MORGAN FBK-853

REF ASSIGNMENT NO ~~405M~~ JOHXXX JOAN PRICE, WOLF CREEK

MRS PRICE WAS IN THE OFFICE TODAY. MR VAN CLEAVE AND I DISCUSSED HER WATER PROBLEM AT WOLF CREEK AT CONSIDERABLE LENGTH. WE INFORMED HER THAT THE CONDITIONS OF OTHER WELLS IN THE IMMEDIATE AREA HAD AMPLE WATER AND THAT XMXXXDXXDXXNDXXXRRXXR IT DID NOT APPEAR THE HIGHWAY CONSTRUCTION WAS CAUSING ANY OF HER WATER SHORTAGE. VAN CLEAVE HAD HIS REPORT PREPARED TODAY BUT WILL CHECK THIS WEEK AND WE WILL SUBMIT THE REPORT THE FIRST OF NEXT WEEK. WE INFORMED MRS PRICE THAT WXXEDX SHE COULD EXPECT AN ANSWER FROM THE HIGHWAY DEPARTMENT IN ABOUT TWO WEEKS.

JOHN QUINER
LF 17.

Bmp 7/25

RECEIVED
JUL 12 1966
OFFICE OF
STATE HIGHWAY ENGINEER

CON RSB 81 7-8-66 - 1-05 APM

F D MORGAN

FBK-853

REFERENCE IS MADE TO ASSIGNMENT NO 485-M IN REGARD TO PRICE WATER SHORTAGE, GLENDALE JCT-COYOTE CR, REPORT IS FORTHCOMING IN THE MAIL WITH THE RECOMMENDATION THAT OUR CONSTRUCTION DID NOT DAMAGE OURXXX HER WATER SUPPLY.

R J VAN CLEAVE

CWLT.

RECEIVED
JUL 12 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Coos Bay, Oregon
June 27, 1966

Oregon State Highway Dept.
Salem, Oregon

3703
JUN 29 66

Klabo

Dear Sir:

I do do hope this letter reaches the right person as we have some kind of a problem.

We own a piece of property in Wolf Creek, Oreg. where at present new highway construction is in progress. It is on the South city limits, the remaining portion of Lot 104, Smith Sub division Sec 22, Twp 33S, Rge 6 W.

We have rented the house since we moved out on Aug 31, 1960.

Tonight our renter called us to tell us the has no

water in the well & hasn't
had since June 2nd. Last
year it was about June 20th
when she ran out.

Since you took the mill
pond out & eliminated the
old branch of Coyote Creek it
seems you also alleviated
our summer water source.

The reason I say this is
we had ample water all
year except once. We ran
out once in Sept. of 1958,
and our one renter let
their Children play under
the sprinklers for many
hours one day and they
ran out. But other than
that there has always been
ample to supply the house
until last year.

The lady that lives there
now works at the Hungry

Wolf Cafe next to our property
It is rarely ever home.

We had her father dig a sump hole down by a spring & we have a gas pump on it which takes water all around the well & subirrigates in order to have enough for the bath room.

We have had to cut the rent in order to get her to stay. If she didn't subirrigate for several hours a day there would be no water at all, and as you know you can't rent a house if you have no water.

At this time the last thing on our list as far as finances are concerned is a new

Well. We just plain don't have the money. If the well had given out for some other reason we could perhaps get a loan to have one drilled, but we feel since the construction of the new highway was the cause that you would take care of our problem.

I didn't write you last year as we wanted to make sure we had a valid complaint. We wanted to see when it gave out this year.

If you will please send some one to talk to our renter & check into a new well for us we will certainly appreciate it. I know that you will be

fair as we will be. I do know you take care of construction casulties and it seems our well is one of them.

Please send some one right away if you can.

With much appreciation I remain:

Sincerely,
Mrs. Joan Price
Rt 1 Box 217-D
Coos Bay Oreg.
97420

Our renters name is Jill Grey.

RECEIVED
JUN 29 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 13 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-2(42)76

6519

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 8, 1966

Cascade Pole Company
P. O. Box 1622
Tacoma, Washington 98401

Attention: G. R. McConnaughey

Gentlemen:

This is to acknowledge receipt of your letter of June 3 stating that Olympic Fence Company owes you $2,041.25 for treated guard rail posts.

This appears to be in reference to the Roy L. Houck Sons' Corporation Contract No. 6519 for grading, paving, signing and structure on the Glendale Junction-Coyote Creek Section of the Pacific Highway in Josephine and Douglas Counties.

The surety on this project is the General Insurance Company of America through Huggins Insurance Agency, 373 North Church Street, Salem. We will advise them that your letter has been received and we will also send it to the Secretary of State for filing.

Please let us know when your claim has been paid so that we can clear our records.

Claim File No. 4178

FILED
JUN 9 1966
TOM McCALL
SECRETARY OF STATE

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf
cc: General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Huggins Insurance Agency
373 North Church Street
Salem, Oregon

Mr. Jackson
Mr. Simpson

Roy L. Houck Sons' Corporation
P. O. Box 671
Salem, Oregon

The Hon. Tom McCall ✓
(P. S. Please acknowledge receipt of this letter on the enclosed copy.)

RECEIVED
JUN 9 1966
TOM McCALL
SECRETARY OF STATE

NOTED ON CARD
Jan

NOTED
C. W. HEAD

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 6490 Ends with: Contract# 6519

FLASH CARDS: Begins every Contract

Remarks: #6490 continues from reel 119
#6519 continues on reel 121

Reel No. 120 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 27th day of April, 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silvar Storm